

## Mr Thorpe denies any part in alleged murder plot

Mr Thorpe issued an absolute denial yesterday at he had ever been involved in any alleged plot to kill or harm Mr Norman Scott and declared that he would not resign his parliamentary seat. He repeated that although he had had

a "brief affectionate" friendship with Mr Scott no sexual activity of any kind took place. When Mr Thorpe was asked if he had ever had a homosexual relationship his lawyers disallowed the question.

## Refusal to resign from the Commons

By Fred Emery

an extraordinary and

news conference yesterday

Mr Jeremy Thorpe issued

an absolute denial of any in-

volvement in the latest allega-

tion in the Norman Scott

murder case, namely that he had

discussed with anyone

proposed murder or

plot to harm Mr Scott.

Mr Thorpe, a former Liberal leader,

resigned his party post last

after earlier allegations,

stated that he would not

resign his parliamentary seat

even, North.

He said he had received

not a request from his

party or the Liberal

Parliamentary Party to do so.

Mr Thorpe, he said he

was questioning his

denial of any involvement

in the alleged murder

plot, but he would not

resign his seat.

Mr Thorpe, responding

to questions for an hour

after a prepared state-

ment, said it was neither

for nor for the press to

speculate on alleged murder

plots.

He said he was

not a member of the

Liberal Party.

Mr Thorpe, who had

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In his statement Mr Thorpe

reaffirmed his earlier position

that although he had a brief

"affectionate friendship" for

Mr Scott in the early 1960s

"no sexual activity of any kind

took place."

An invitation by a BBC

reporter to Mr Thorpe to say

whether he had ever had any

homosexual relationship brought

the latest moment. Mr

Thorpe's wife, Marion, who sat

next to her husband, ex-

claimed: "Stand up and put

that question again." Mr Keith

Graves, of the BBC, did so.

Mr Thorpe's lawyer, Mr John

Montgomery, a partner in

Lord Goodman's firm, inter-

rupted to disallow the ques-

tion. When pressed by others to

answer regardless of his lawyer

Mr Thorpe said it was not "the

major allegation." He advised

the reporter that it was best to

follow legal advice.

The extraordinary setting for

the meeting, called by Mr

Thorpe, was after a last-minute

change, not the former office

of the Metropolitan Police

Commissioner in "old" Scot-

land Yard, but the more

congenial library of the

National Liberal Club.

The overhead light made Mr

Thorpe, his wife, Mr Clement

Freud, Liberal MP for the Isle

of Ely, and the lawyer look as

if they had come for a legal

proceeding. Mr Thorpe quickly

turned the psychological tables

by going on the offensive,

savaging the reputations of his

accusers and scoring off the

press.

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Although he noted that Sir

Harold Wilson now had doubts

about South African meddling

in the affair, such as he had

stated, when Prime Minister,

to the House of Commons, Mr

Thorpe was not prepared to go

so far.

In explaining why there could

ever have been an "affectionate

friendship" with a man he now

repeatedly described as "a nut

case", Mr Thorpe pleaded that

his was a generous heart. Mr

Scott was not the first person

to whom he had offered shelter

and compassion.

Some of the questioning was

closely researched: some

simply begged Mr Thorpe to

give reassurance.

Mr Thorpe was combative in

many answers. When a Daily

Express reporter ascribed to a

former Devon friend of Mr

Thorpe's, a Mr Collier (to whom

Mr Scott had been sent to stay

for a while), the impression that

his relationship with Mr Thorpe

was something more than just

affectionate, Mr Thorpe

appeared nettled.

He said no one had the right

to quote Mr Collier's alleged

impressions; and he scoffed

at the suggestion that he was

correct. He would hardly have

sent Mr Scott to stay with the

Colliers.

Nor could Mr Thorpe offer

much explanation why such

important Liberals (in their

time as Mr Peter Bessell and

Mr David Holmes should have

paid money to Mr Scott. In

Mr Bessell's case he suggested

it was the same sort of com-

passion he had felt for Mr Scott

Holmes's buying off for

£2,500 of letters Mr Scott

possessed Mr Thorpe described

as "misguided loyalty". He

reiterated that he knew nothing

about these payments when

they were made.

Mr Thorpe carried off mag-

nificently his act of appearing

relaxed and scornful of the

whole business. But he gave

his word it had placed "almost

intolerable strain" on his

family and his wife's anguish

expression gave more confir-

mation than was needed.

Leader delighted: Mr Steel,

leader of the Liberal Party, said

at Harrogate last night that he

was delighted that Mr Thorpe

was not resigning.

Sill held: Mr Andrew Newton,

the man at the centre of the

Norman Scott affair, was still

being questioned by Chief Supt

Michael Challen last night. 24

hours after going to Bristol

police headquarters (the Press

Association reports).

Bessell reply: Mr Bessell,

former British Liberal MP, said

that he would

repeatedly reply today to

remarks about him by Mr

Rees (Reuters reports from

Cardiff).

Mr Bessell, aged 56, a resi-

dent of the United States said

he wished first to read the com-

plete transcript.

"If I think there is anything

that calls for comment I will

make it tomorrow," he said.

Statement in full, page 2

## Police accept 10 pc but argue over inquiry

By Craig Seton

An immediate 10 per cent

pay rise for the police was

understood to have been

accepted by the Police Federa-

tion last night, if the right

terms for a promised indepen-

dent inquiry into pay and con-

ditions can be agreed with the

Government.

The offer of the rise and the

inquiry was put to the federa-

tion by Mr Rees, Home Secre-

tary. He withdrew from talks

at the Home Office as soon as

it was made, but stood by for

the federation's answer.

The 22 delegates, representing

the police federations of

England and Wales, Scotland

and Northern Ireland, met Mr

Rees, Mr Millan, Secretary of

State for Scotland, and a repre-

sentative of the Northern Ire-

land Office.

There was some surprise that

the delegates' discussion be-

tween themselves on the offer

lasted as long as it did. Mr



## HOME NEWS

## Lower-paid worse off at work than on dole, Nupe leader maintains

From Paul Routledge  
Labour Editor  
Harrogate

Mr Alan Fisher, general secretary of the National Union of Public Employees (Nupe), said yesterday that the Government should exempt low-paid council and health service employees from the 10 per cent earnings limit. He denounced the "non-sense" of an incomes policy that left workers worse off employed than on the dole.

Mr Fisher, a senior member of the TUC economic committee, told the annual conference of the Institute of Personnel Management at Harrogate that a fifth of local authority workers were below the poverty line. Lower-paid workers would be penalized by the rigid operation of a percentage limit on wage rises.

"We have a ludicrous situation that there are many thousands of people today in the public service who would be better off if they were unemployed," he said. Social security benefits were index-linked to the cost of living, but those in public employment had no such hedge against inflation.

Referring to the "political sensitivity" over police pay, Mr

Fisher added: "I am prepared to state the interest of my members in the local authorities and health service by saying that we will accept the same settlement as the police get."

If the Government adopted a totally firm policy allowing for no kind of variation, "I believe we shall be in for trouble."

Nu and two other unions have submitted a claim for a minimum wage of £50 a week in the public service, which would mean a rise of £11.50 a week for the lowest-paid or about 30 per cent on basic rates.

Mr Fisher earlier said through a lecture on pay restraint delivered by Mr Walker, Minister of State at the Department of Employment, who saw little scope for "special cases" during the present pay round.

The minister said: "We should not be able to dispense with the back-up powers if groups wanting to settle at levels quite appealingly inconsistent with the achievements of the national earnings target are encouraged to think that they can ignore the difficulty of the repercussions that may be created elsewhere. Clearly this applies equally to the public sector."

## Mr Steel indicates that Lib-Lab pact will go on

By Fred Emory  
Political Editor

Mr David Steel, the Liberal leader, yesterday claimed his party's share of the credit for Mr Healey's economic measures. Addressing the national conference of the Institute of Personnel Management at Harrogate, he said as good as confirmed that the pact with Labour will continue until the spring Budget next year. "Next time we shall be looking for much more substantial cuts" in taxes, he said.

Before he left London Mr Steel had averted his gaze from that part of the latest Gallup Poll (details, page 6) which indicated a drop in the Liberal's support from 10 per cent in July to 8 per cent last month. But he comforted himself with the poll's showing that support for the pact, over the same period, rose from 44 to 50 per cent.

Mr Steel made his ritual caveat that continued Liberal support for the Government would depend on the Chancellor's determination to fight inflation. But he clearly liked the start Mr Healey had made in encouraging small business. He also applauded the Chancellor's emphasis on tackling the "poverty" trap by exempting 900,000 more people from income tax.

Next time, he said, he particularly wanted relief for middle management, who have been forced to make considerable financial sacrifices in recent years.

He said the 10 per cent guideline for pay settlements was "working better than many of us had dared hope."

Mr Steel said he wanted industry to take initiative in two vital areas: youth employment and profit-sharing.

He was concerned about the falling number of youths learning skills. When economic recovery came it might "leave behind an appalling residue of youngsters with no prospect of ever obtaining continuous employment."

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## Immigrant students face course fee rise

By Sue Reid, of The Times  
Higher Education Supplement

Several thousand new British immigrants at colleges and universities may have to pay higher fees next year after a decision by the Department of Education and Science, outlined in a government circular and designed to protect colleges from contravening the Race Relations Act.

The decision greatly increases the number of students open to classification as "foreign" and thus liable for overseas fee levels and restriction under college quotas.

In the circular overseas students have been reclassified "specified" and can gain home student status only by living in the United Kingdom for three years before their courses.

Under the new definition, formed 10 years ago, foreigners could gain classification as home students through their parent's or spouse's length of residence.

Overseas students' organizations fear that recently arrived immigrants, including those on courses, may have to pay higher fees, now £630 a year for undergraduates and £850 for postgraduates. They will be increased in step with inflation in the next academic year, when the full impact of the circular will be felt.

The United Kingdom Council for Overseas Student Affairs and the National Union of Students have been in touch with the department over the circular. They are pressing for further guidance for local authorities and colleges as to which groups of "specified students" might qualify for home fees.

The council's latest newsletter says: "An authority or college will be on sensitive ground if it adopts the new specified student criteria for assessing fees because it will be immigrant students who will be the hardest hit." A spokesman added that the rise of immigrants might be affected.

The Government has asked local authorities and colleges to limit foreign student numbers next year to 75,000, a cut of 6,000.

Sealink strike

Sealink crossings to the Channel Islands will be stopped by a seamen's strike after the sailing from Weymouth to Jersey and Guernsey at five minutes to midnight tonight.

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## Miners' ballot is expected to support the productivity deal by a small majority

By Our Labour Editor

The miners' secret pithead ballot on a productivity deal looks like being a very close fight, according to one leader of the National Union of Mineworkers. An informed estimate suggests that the National Coal Board's offer will win a small majority.

Polling during the past two days has been heavy, and the militant areas of Yorkshire, Scotland, South Wales, Kent and north Derbyshire are expected to record opposition votes of up to three quarters. But the moderate coalfields of Durham, Northumberland, Nottinghamshire, the Midlands and the

craftsmen areas have voted by large majorities to accept.

In Yorkshire, where Mr Arthur Scargill, the left-wing area president, campaigned against the executive's recommendation to accept local incentives, voting is strongly against the coal board. The final figure is expected to be more than 70 per cent. One pit, Darfield, has given a 90 per cent "no".

Scotland seems set to deliver a 75 per cent rejection and South Wales about 70 per cent. But Kent, the coalfield whose leaders unsuccessfully challenged in the High Court last week the decision of the union executive to hold the ballot,

appears likely to win only a 60 per cent "no".

North Derbyshire, usually regarded as a "barometer" pointing to the national result, is reported to have gone 60 to 40 against the scheme. Lancashire, another indicator, is said to be in favour by a slender margin.

The moderate votes will include the white-collar group, colliery officials and staff area and the various craftsmen and ancillary areas. It was estimated last night that the overall vote would be about 53 per cent in favour.

One left-wing coalfield leader said: "If they get a majority it will be carried by people

who are not involved with coal-mining, and therefore it will not hold much credibility."

Ballot papers are being returned today to the London office of the Independent Electoral Reform Society for counting at the weekend. The result should be announced on Monday, and the union executive will meet on November 10 to discuss the next move.

Under the scheme, face workers would get a bonus of £23.50 on top of their basic rate if they achieved 100 per cent of an agreed weekly output target. Other mineworkers would get proportionally less.

## County fear of big rate rises

By Our Local Government  
Correspondent

Ratepayers outside main cities face large rate increases and cuts in services under proposals for government grants to local authorities, the Association of County Councils stated yesterday.

But the Association of Metropolitan Authorities said the Government was considering taking aid away from every main city.

The counties' association believes the options under consideration for distributing the grant favour the shires, particularly London, at their expense.

The metropolitan association made its position clear yesterday. Mr Jack Smart, the chairman, argued that the Government was considering a distribution that would take away resources from the areas where they were most needed.

"It would take grant from every main city but it would hit hardest of all places such as Liverpool, Manchester, Knowsley, South Tyneside and London itself, where there is considerable need for investment in urban renewal."

He had told Mr Shore, Secretary of State for the Environment, that the Government accepted that the rate-support grant was to be the prime source of funds to regenerate inner areas.

Mr John Grange, chairman of the counties' local finance committee, said that since 1973-74 the Government had taken money away from non-metropolitan counties and give it to metropolitan areas.

## Service chiefs' warning of low morale on pay

By Henry Stanhope  
Defence Correspondent

Service chiefs of staff have warned the Government of the serious effects that pay disputes might have on the Armed Forces' morale. Servicemen were embittered by their phase-two rise last spring, because most and in some cases all of it was swallowed by increased food and accommodation charges.

There is now mounting concern that if the Government gives way to the police or the miners the effect on recruitment and wastage rates in the three Services might be severe.

According to one RAF calculation, a flying officer after two years piloting a Jaguar supersonic aircraft earns £4,618, including £505 flying pay. That is slightly less than a police constable after four years on the beat, if the policeman's £770 housing allowance and an average of £455 overtime payments are taken into account.

RAF flight lieutenants earning an average basic rate of £5,000 at the West Drayton air traffic control centre work alongside civil controllers who receive £8,000. Civilian air traffic control assistants would stand on £7,000 under the Government's new pay scale, but twice the income of their RAF equivalents.

Postal service delays

Mail to and from addresses in the W1 postal district of London will be delayed by a few minutes by unofficial action at the district sorting office in Rathbone Place, Westminster.

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## Government pledge on atom waste

By Mr Millican, Secretary of State  
for Scotland

Mr Millican, Secretary of State for Scotland, has promised that proposals for nuclear waste disposal will require approval from the Government. That would follow consultation with local authorities and other bodies, and would be given only on the basis it was safe.

Mr Millican's assurance was in a letter to Mr Edward Taylor, MP for Glasgow Cathcart and shadow Scottish Secretary.

Mr Millican said in his letter that the Atomic Energy Authority proposed to investigate certain types of geological formations to see if they might be suitable for waste disposal. Planning permission would be required for drilling, but it would relate to research purposes only, not to actual deposit of waste.

Mr Millican said the Atomic Energy Authority would be looking in the Loch Doon area. He was not aware that it had applied to drill elsewhere.

Service chiefs see no chance of a pay rise next spring beyond the Government's 10 per cent guideline. But they say food and accommodation charges should not be raised again, and they want the review body to state bluntly in its report that the Services have a lot of catching up to do when restraints are lifted.

Stamps to mark coronation

The Post Office will issue a set of stamps on May 31 to mark the twenty-fifth anniversary of the Queen's coronation. In March stamps on architecture will feature royal residences.

The first issues of the new year will be on January 25 and will feature coronation. On July 5 a set of stamps will mark the centenary of the Shire Horse Society, and on August 2 stamps on cycling will coincide with the centenary year of the Cyclists' Touring Club and the British Cycling Federation.

## Increased radiation in Windscale fish eaters

From Pearce Wright  
Science Editor  
Whitehaven

An increase in the levels of caesium 137 in the bodies of 17 volunteers who agreed to eat fish caught in the Irish Sea near the waste discharge plant from the Windscale nuclear fuel plant, is shown in a report made public yesterday.

The measurements come from a test requested by Mr Justice Parker, inspector, at the Windscale inquiry, at Whitehaven, Cumbria, to assess the possible risk to public health from contamination of fish.

Although the investigation not regarded as a definitive scientific study it shows that radiation levels rose when fish in the normal diet of the volunteers was taken exclusively from a known area, as opposed to the normal practice of eating fish of unknown origin.

The volunteers stayed in their normal diet. Amounts eaten ranged from 6-oz of fish a week to 33 oz for a local fisherman in the group; he had the highest concentration of caesium in the body. It amounted to 8 per cent of the safe limit for this substance recommended by the International Commission for Radiological Protection.

In other individuals the level ranged from 1 per cent to 10 per cent of the limits. The tests were arranged by Professor John Freeman, of Birmingham University, a consultant Cumbria County Council, who is supporting an application to the Commission of Windscale, at Mr Christopher Haworth, representing Friends of the Earth west Cumbria.

Sixteen of the subjects attended for measurements at four slightly intervals. In a special caesium 137 in which tiny amounts of radiation in the body can be determined. The concentrations observed in the fourth week were in general lower than for the first three because fish for the last period were caught off the Kirkcubright coast.

Very small quantities of radioactivity are involved, but they assume greater significance for those critics of nuclear waste discharge who argue that safety limits of 100 times, up to 100 times.

Shining amateurs, page 1.

## Mr Thorpe denies cover-up and condemns 'vicious' rumours

The following statement was issued yesterday by Mr Jeremy Thorpe, MP:

I welcome the opportunity of making this statement, though I must stress that anyone expecting sensational revelations is likely to be disappointed. What I wish to do now is to repeat and in the light of new allegations add to what I have said before.

If I fail to deal with every new and altered story which has recently appeared in the press it is because I have found it impossible to keep abreast with all the subtleties and vicissitudes of the rumours and speculations, which have been published seemingly without regard to whether they are true or false. I very much welcome the statement that these allegations are to be investigated by the police, to whom they should have been made in the first place, although I appreciate that that might not have been as lucrative for those who made them.

Although not a scrap of evidence has been produced to implicate me in any alleged plot to hire somebody to murder Norman Scott, I am inevitably at the centre of the affair because of my relationship with Scott in the early 1960s. Much has been alleged about this short relationship and I should therefore reiterate the extent of it.

I have no recollection of meeting Scott prior to his sending in a green card in the House of Commons in 1961, though he had been employed by a friend or mine in the country and may well have

seen me there on an earlier occasion.

When he called on me at Westminster one afternoon in 1961 Scott was down on his luck and I felt genuinely sorry for him. He told me that all his worldly possessions were at Victoria Station, that he had nowhere to go and seemed to me in an hysterical state on the verge of suicide. For that night I brought him back to my mother's house, where I was currently staying. Thereafter I tried to help him in various ways.

He is neither the only nor the first person I have tried to help. But a close and even affectionate friendship developed from this sympathy. However, no sexual activity of any kind ever took place. Unfortunately he became too dependent and demanding in terms of attention and at a later stage I turned to Mr Bessell, then a close colleague, in the hope that he might be able to help Scott on an impersonal basis.

The effect of this severance of my personal interest in his problems produced a serious effect on Scott and his subsequent incredible reactions were of course an embarrassment to me, and when he made them known, to the Liberal Party.

It was not at any time a party to any form of cover-up or attempt to put pressure on Scott. I did not know of his short relationship with me and I should therefore reiterate the extent of it.

I have no recollection of meeting Scott prior to his sending in a green card in the House of Commons in 1961, though he had been employed by a friend or mine in the country and may well have

set had been seen and retained by my colleagues.

Mr Holmes has been a good friend of mine and I am sure that he acted from the best of motives but what he did was misguided and invested the letters with an importance that they did not merit.

I did not know of any other attempts to buy off Mr Scott. I did not put pressure on any member of any Government nor anyone else in authority to intervene on my behalf.

In 1971, as a consequence of renewed allegations by Scott, three senior members of the Liberal Party at my own request interviewed Scott and were satisfied that there was nothing in his allegations. One of the statements made by Scott to the three Liberals was that he had been arrested in 1964 or 1965 when entering the House of Commons armed with a gun with intent to murder me, a fact of which I was totally unaware.

I then felt that the police were the only proper people to investigate this matter. I went to the Home Secretary to draw his attention to this incident. The Home Secretary had told me I was free to discuss the matter with the Commissioner of Police and, accordingly, I spoke to him when he informed me that there was no record of any such incident and that one might safely conclude that it had never happened.

Regarding the alleged South African connection, Sir Harold Wilson informed me of his view, which he had publicly stated in the House of Commons, that the

matter arose from South African instigation of a non-governmental character. I had no reason to doubt this coming from an authoritative source. I did not myself promote this belief and it is for that that Sir Harold himself has now expressed his doubts.

I do not know Mr Newton. I have never met Mr Newton. I have had no direct or indirect communication with Mr Newton. I never communicated with him either before he was in jail, when he was in jail or since he came out of jail. I have made no payment to Mr Newton. I have no knowledge of any payment being made to Mr Newton and know of no arrangements made by anyone to pay Mr Newton.

At the trial of Newton in May, 1976, Mr Lewis Hawser, QC, in his opening speech for the prosecution said: "Police inquiries were made and revealed no link between Newton and any of the people it might be suggested he was being instructed or paid by. Subsequently Det Sergeant Hinde, cross-examined by Mr Patrick Back, QC, for the defence, said:

"After the 29.1.76 the police made a considerable number of extensive and thorough inquiries to ascertain whether there was any connection between Newton and any member of the Liberal Party or any of the persons named in any Scott. The result was that there was nothing whatsoever found to connect Newton with any of these people. There was no link whatever between Newton and any person who has been named by Scott."

It is said in a newspaper that the police have asked to see me again. No approach has been made to me by the police. I wish to state, in full, of course, do everything I can to help.

I have not at any time engaged in any discussion with Mr Bessell or with anyone else in relation to any proposed murder or attempt to harm Mr Scott. I would have been horrified at any such suggestion. As far as Mr Bessell is concerned, it is my considered opinion if he had credible evidence to offer he should have gone to the police rather than the press.

Mr Newton is reported as saying that on coming out of prison he was paid a sum of £5,000 in cash in recognition of his unsuccessful attempt to disclose his alleged contractual obligations and it is said that he has tape recordings and other evidence to prove his story. Having made these allegations to the press, for which he is said to have been demanding astronomical sums of money, he has now disappeared, from all over the country have strengthened my resolve and determination to meet this challenge. Consequently I have no intention of resigning my seat. I have received a single request to do so from my constituency association.

## 'Those with evidence should go to police'

Continued from page 1

say—and it is not any breach of that rule—that the discussion on these matters were more than one; they were lengthy and I would regard them on Privy Councillor terms."

Mr Thorpe said he had chosen his words carefully in his main statement about these talks. He was then asked whether he was now convinced that there was no such South African connection. "I would not be prepared to put it as high as that," he replied.

A memorandum prepared by Mr Peter Hain had been passed to Sir Harold Wilson. "It is fair to say that his deductions and conclusions were not based exclusively on that memorandum," Mr Thorpe said.

When he was asked about the payments made to Mr Scott by Mr Peter Bessell, who was then Liberal MP for Bodmin, Mr Thorpe said: "Since the payments were made without my knowledge, I think you will have to ask Mr Bessell."

Mr Fred Emory, political editor of The Times, asked what steps Mr Thorpe had taken to discover the truth in the allegations that a leading Liberal was involved in the "murder plot". Mr Thorpe replied: "I believe as a member of Parliament I have many duties but I do not believe one of them is investigating murder plots."

Mr Thorpe asserted that it was not his job to follow up all the allegations in the press, but he did ask his wife whether she was involved, when he saw in the Evening News that a lady was said to have offered £5,000 to have Mr Scott shot. She was not. "It is not my job, and if I may humbly say so, it is not your job; it is the job of the police," Mr Thorpe said.

After referring to the changes Mr Bessell had made in his story about a visit to Dublin to see Mr Scott, Mr Thorpe said: "I have no wish to enter into a vendetta with Mr Bessell. All I would ask you to do is to evaluate the reliability of his evidence."

Another correspondent wanted to know whether Mr

Thorpe was appealing to the press to "lay off". He replied: "I obviously do not know the name of the person who Mr Newton allegedly approached. I have heard a variety of names mentioned and I do not intend to name them because I do not believe it would be right to speculate. There have been names including Mr May say so, Mr Weir."

Am I saying that the press should lay off and that this is not proper law investigation? This is what I am saying. I am saying that we are dealing with possibly a very serious criminal matter with very serious allegations with a suggestion that there was an attempt not only to murder Mr Scott, but also to murder Mr Newton, who, I gather, was over the limits of a very serious criminal matter. I am saying that if people believe that they have concrete evidence it seems to me that they should share the confidence and trust have in the police, the first action must be to put these matters before the police. I am saying that if it is right and good that the should take it to the police."

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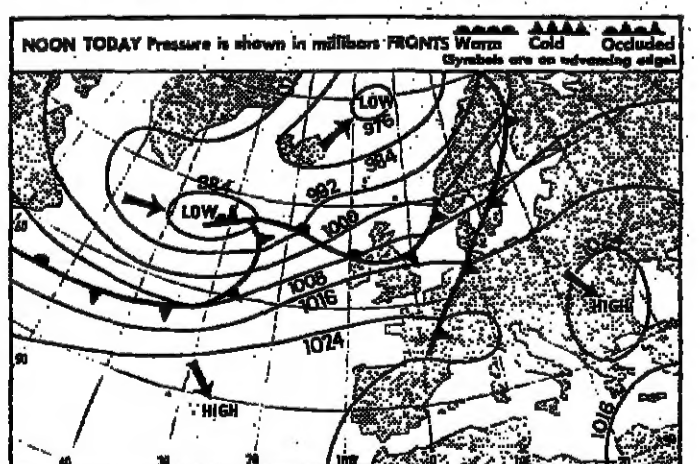
Mr Fred Emory, political editor of The Times, asked what steps Mr Thorpe had taken to discover the truth in the allegations that a leading Liberal was involved in the "murder plot". Mr Thorpe replied: "I believe as a member of Parliament I have many duties but I do not believe one of them is investigating murder plots."

Mr Thorpe asserted that it was not his job to follow up all the allegations in the press, but he did ask his wife whether she was involved, when he saw in the Evening News that a lady was said to have offered £5,000 to have Mr Scott shot. She was not. "It is not my job, and if I may humbly say so, it is not your job; it is the job of the police," Mr Thorpe said.

After referring to the changes Mr Bessell had made in his story about a visit to Dublin to see Mr Scott, Mr Thorpe said: "I have no wish to enter into a vendetta with Mr Bessell. All I would ask you to do is to evaluate the reliability of his evidence."

Another correspondent wanted to know whether Mr

## Weather forecast and recordings



**Today**

Sun rises: 6.47 am Sun sets: 4.41 pm  
Moon sets: 8.5 am Moon rises: 5.44 pm

Last quarter: November 4

Lighting up: 5.11 pm to 6.19 am.  
High water: London Bridge, 2.26 (7.4m) (24.4ft); 2.37 pm, 7.4m (24.2ft).  
Low water: London Bridge, 1.13 (3.0ft) 8.12 pm, 1.13 (3.0ft).  
Dover, 11.39 am, 6.7m (22.0ft) 11.55 pm, 6.6m (21.8ft).  
Liverpool, 12.07 (32.0ft); 6.50 pm, 7.2m (23.8ft).  
Liverpool, 11.30 am, 9.2m (30.1ft).

**Wales, NW England:** Rather cloudy, mostly dry, bright intervals; wind SW, moderate or fresh; max temp 12°C (54°F).

**Lake District, Isle of Man, NE England:** Boreas, rain, drizzle, chiefly over hills, bright intervals; wind SW, fresh or strong; max temp 10°C (50°F).

**Aberdeen, Moray Firth, NE Scotland:** Rather cloudy, bright intervals, some rain at times; wind SW, fresh or strong, max temp 11°C (52°F).

**Central Highlands, Argyll, NW Scotland, Orkney, Shetland:** Mostly cloudy, outbreaks of rain or drizzle, hill fog patches; wind SW, fresh or strong, gales in exposed places; max temp 10°C (50°F).

**Outlook for tomorrow and Sunday:** Showers or longer periods of rain, more especially in N. Scotland; bright intervals; temps near normal.

**Sea passages:** S North Sea, Strait of Dover, English Channel.

**WEATHER REPORTS YESTERDAY** MIDDAY: c, cloud; d, drizzle; f, fair; r, rain; s, sun.

**Overseas selling prices**

Australia: 100c 100c  
Canada: 100c 100c  
France: 100c 100c  
Germany: 100c 100c  
Italy: 100c 100c  
Japan: 100c 100c  
Netherlands: 100c 100c  
Norway: 100c 100c  
Sweden: 100c 100c  
Switzerland: 100c 100c  
USA: 100c 100c  
West Germany: 100c 100c

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Printed in Great Britain by the Times Newspapers Ltd, 1, Abchurch Lane, London EC4N 3DF.

"I think your sheep are out again."

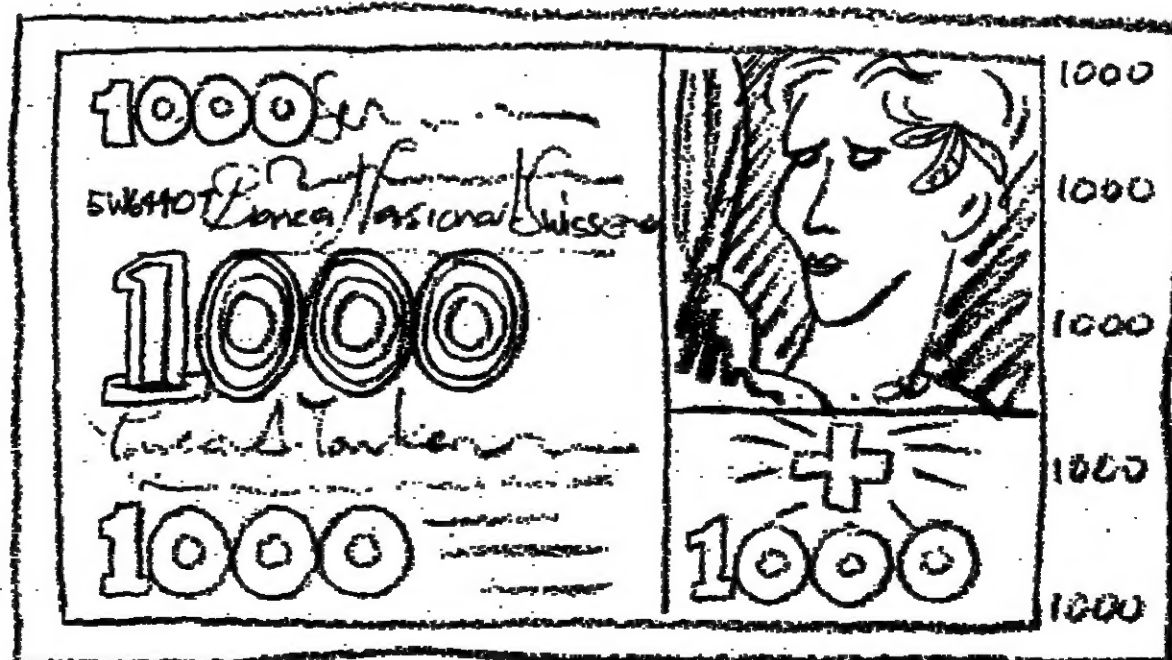
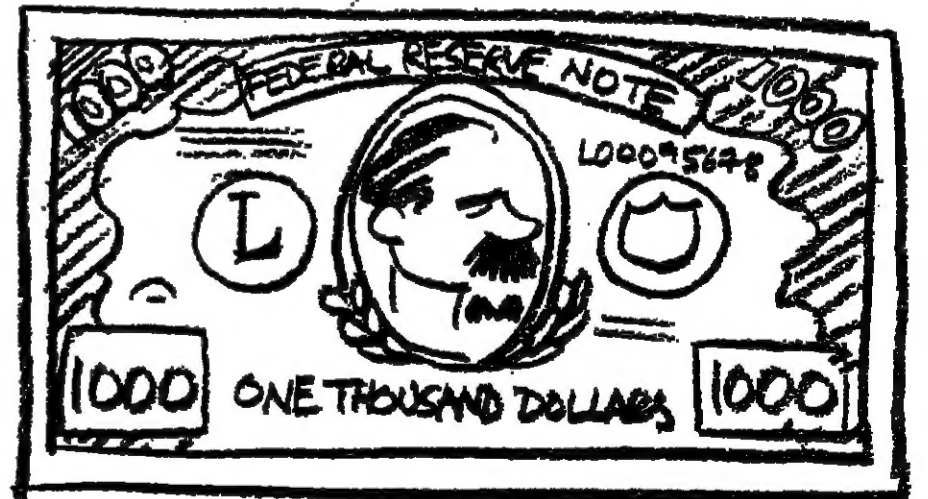
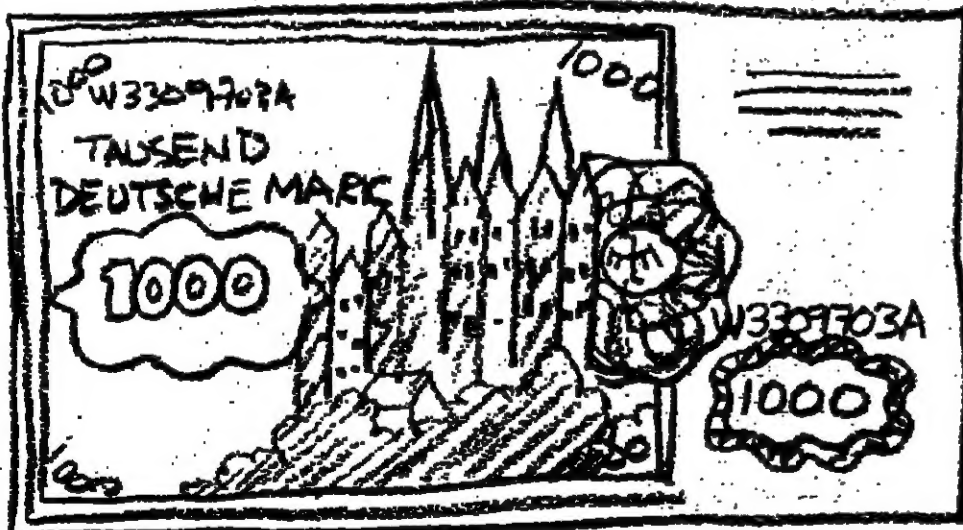
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## HOME NEWS

## Ombudsman blames health departments for tardy warning on whooping cough vaccine

By John Roper  
Health Services Correspondent

Not until the Association of Parents of Vaccine-Damaged Children raised the issue in 1974 did government health departments belatedly consider whether they should give specific warnings to parents about the possible dangers of whooping cough immunization. Sir Idwal Pugh, the Parliamentary Commissioner for Administration (Ombudsman), says in a report published yesterday.

He dismissed a suggestion made at a press conference on his report that it was a whitewash. But Mr Jack Ashley, Labour MP for Stoke-on-Trent, South, who is campaigning for compensation for children who suffer brain damage as a result of vaccination, condemned the Ombudsman's "frail judgment" and said he had shied away from the logic of his own words.

The report failed to condemn the health departments for "six silent and shameful years". Sir Idwal said at the press conference about the "biggest investigation he had done in his 18 months of office" that he upheld the complaints made about lack of information, put the responsibility squarely on the health departments and hoped that the report would add to the pressure for compensation. It could be used in evidence, he said.

Mr Ashley said Sir Idwal had been sadly remiss about checking whether doctors, nurses and health visitors made sure that a child was fit for immunization and that there were no contra-indications, which he found a curious failure.

Mrs Rosemary Fox, president of the Association of Parents of Vaccine-Damaged

Children, which has 380 cases on its lists, thought the report was very disappointing. It was weak and would do nothing to tighten administration of the vaccination programme.

"All it seems to say is that where things were wrong they are now right," she said. "But I do not think that this is the case."

Family doctors needed clearer guidance and instructions and should be given specific examples of adverse reactions for which to look. Parents should be told everything there is to know about risks.

That, Sir Idwal said at the press conference, was being done as far as was reasonably possible, in his opinion.

As far as the transmission of information was concerned, his report upheld the complaint.

The Government's announcement that it agreed in principle to the payment of compensation for children seriously damaged by vaccines had, in a sense, preempted his report, Sir Idwal added. It had a bearing on the way the report had been drafted.

The report states that although the health departments sought in a sense to limit and minimize their role they were of central importance. The departments gave the appearance of thinking that their role consisted of transmitting scientific and expert opinion from specialist and highly expert committees, down a medical channel.

But it should be much more fundamental. Responsibility for accepting expert advice, deciding whether alternative and differing views should be consulted or accepted, and trans-



Sir Idwal Pugh: "Biggest inquiry in 18 months."

mitting information with the authority of the departments lay only with them.

For six years after whooping cough vaccine had been included in the national immunization programme the health departments gave no advice to doctors about reservations on vaccinating some children.

From 1963 onwards the advice issued should have been enough to alert practitioners to the need for care and clinical judgment in the individual case. Bearing in mind that the departments were not the only source of information, it was thought they had acted reasonably in that respect.

Sir Idwal says in his report that there was force in the departments' view that it was for doctors to tell patients about risks and contra-indications; but he did not think the same

argument applied to adverse reactions to a vaccination. Parents should have had better information because they were in the best position to observe a child's reactions. The health departments missed an opportunity of helping doctors, and of safeguarding against unwitting administration of repeat injections in unsuitable cases when they omitted to give parents an idea of what to expect as a reaction to vaccination.

On the question of compensation, although the Government has agreed that there is a case in principle, it is still awaiting the report of the Royal Commission on Civil Liability and Compensation for Personal Injury, which was appointed in 1973.

Whooping cough runs in four weekly cycles and experts predicted yesterday that the coming winter may see an epidemic of 20,000 to 30,000 cases, some of them more serious because of the big drop in vaccination. One child in a thousand who contracts the disease dies. Estimates of complications of vaccination vary from one in 20,000 to one in a million. It is generally considered by doctors that the risk that may be carried by vaccination is more than justified.

A £150,000 newspaper advertising campaign to encourage parents to have their children vaccinated, due to start today, has been postponed until next week, because it would have clashed with the Ombudsman's report, the Department of Health said yesterday.

Parliamentary Commissioner for Administration, sixth report, Whooping cough vaccine (Stationery Office, 45p).  
Leading article, page 15

## Archbishops' reprimand over woman priest

By Clifford Longley  
Religious Affairs Correspondent

A public reprimand for the two clergymen who allowed their churches to be used by an American woman priest to celebrate Holy Communion has been issued by the two Archbishops of the Church of England, Dr Coggan, of Canterbury, and Dr Blanch, of York.

They say in a statement that they are aware that Christian opinion in Britain has been disturbed by the news from the dioceses of Manchester and Newcastle that a woman has been permitted to celebrate Holy Communion.

"We do not doubt the sincerity of those who were involved," they say, "but we deeply regret that the incumbents concerned have seen fit not only to disregard the law, to which, by virtue of their office, they have assented, but also to override the synodical procedures by which the practice of the Church of England in such matters is determined."

They express the hope that the clergy of the two provinces will not permit any actions that would prejudice the resumed discussion next summer in the General Synod after the Lambeth Conference.

"The ordination of women is a serious subject, and deserves to be treated seriously," the statement concludes. The two clergymen concerned were the Rev Alfred Withers, of the Church of the Apostles, Manchester, and the Rev Ian Harker, of St Thomas's, Newcastle. Earlier this month they invited the Rev Alison Palmer, an ordained priest of the United States Episcopalian (Anglican) Church, to officiate at services in their churches.

Both have had discussions with their own bishops.

Supporters of the ordination of women are expected to press the archbishops at the meeting of the General Synod next month to change their policy on validly ordained women priests from overseas who visit Britain.

They will be asked to explain the reasons for their present policy, particularly in the light of practices in some Roman Catholic dioceses on the Continent who have permitted Anglican clergy to celebrate Anglican Holy Communion in Roman Catholic parishes, although the Roman Catholic Church does not officially recognize Anglican orders as valid.

## Front attacked as 'puppet' of socialists

The National Front is attacked as "puppets of socialism" in a pamphlet published today. The author, Mr Stephen Eyles, a member of the right-wing National Association for Freedom, says the National Front is firmly on the collective left.

But while the National Front is a puppet of socialism, the Socialist Workers' Party have so much in common," he says. "The National Front is 10 times more lethal."

National Front is a Socialist Front, says Stephen Eyles, 45p.

## Edinburgh Festival yields £1m

The Edinburgh Festival generated less than £1m towards local income last year, according to a report by the Scottish Tourist Board and Scottish Regional Council.

The report, prepared by Mr Roger Vaughan, of the Department of Economics at Heriot-Watt University, said the festival, which ran from August 1 to September 1, together earned £3.7m but after allowing for the amount leaving the area only £960,000 of local income was left.

A similar analysis by the Philaidelphia Cultural Alliance found that the festival was worth about £17.5m to Edinburgh.

Two areas being questioned are the local income from the festival which was set at £2,000, when the organizers paid more than £3,000 in rents and employed a staff of 30, and the report's estimate that 282,000 tickets for festival events were bought by visitors to Edinburgh, when 341,000 bed nights were accounted for by visitors attending festival events.

## Judge's stern warning to woman muggers

Judge Gwyn Morris, QC, said at the Central Criminal Court yesterday that he was terrified by a new aspect of crime, woman muggers.

Three Bermondsey women had been found guilty of robbing an Indian hospital nurse on her way home from work.

Mrs Dorothy Parsons, aged 26, of Stoke Street, was jailed for two years. The judge said she had been the ringleader and her conduct had been outrageous and disgraceful. Mrs Linda Lawrence, aged 19, of Newcomen Street, was sent for borstal training. Mrs Lillian O'Keefe, aged 19, of Tennis Street, was adjourned for probation reports.

Mrs Barbara Mills, for the prosecution, had told the court that the three left a public house at night last November. They attacked Mrs Niru Morarji, aged 26, from Clapton, east London, taking her shopping bag containing an umbrella, personal items and £20.

## Night flights cut

Restrictions on the movement of jet aircraft at night will be reimposed at Heathrow and Gatwick from next Tuesday.

## Duke of Edinburgh takes a gloomy view of the future

From Ronald Faux  
Edinburgh

The Duke of Edinburgh last night presented a gloomy view of what life might be like in the year 2000. Speaking at Radio Clyde, he said the recent past suggested that professional and political party administrators would have achieved almost complete responsibility by the end of the century.

"It looks at the moment as if we can expect to see an increasing bureaucracy, bureaucratic involvement in almost every aspect of the lives of individual citizens," he said.

If the experience of other countries was anything to go by that would gradually reduce freedom of choice and individual responsibility. It would particularly apply in such areas as housing, education, health care, the ability to acquire free, in other words, out of taxation, and also because fringe benefits associated with employment and trade unions would increase.

most important of all, the freedom of the individual to exploit his skills or talents.

Again drawing on the experience of other countries, the Duke suggested that individual commercial and industrial initiative would be greatly restricted. The opportunities for marginally legal and illegal activities would increase as a consequence of the growing volume of legislation that it would not be possible to enforce, he said.

Black markets might begin to flourish while the main financial and commercial markets would tend towards an average standard with the gradual elimination of better quality items. The take-home element of wages and salaries would become relatively less important as all the main necessities were acquired free; in other words, out of taxation, and also because fringe benefits associated with employment and trade unions would increase.



Autumn leaves as the setting for the Tiverton stag hounds, being led amid cottages at Knowstone, Devon, by Mr Ray Giles.

## MP attacks courts over battered women Act

By Pat Healy  
Social Services Correspondent

A battered woman will return to a refuge in London today because a county court judge has ruled that her cohabitee cannot be excluded from their joint home. It is the third case in which the courts have decided that unmarried women do not have the same rights as wives in expelling violent men from their homes, although the Domestic Violence and Matrimonial Proceedings Act specifically included them.

Miss Josephine Richardson, Labour MP for Barking and architect of the Act, has written privately to the Lord Chancellor for clarification on the way it is being interpreted. The Lord Chancellor's department helped in drafting the Bill and showed no reluctance to include cohabitees, Miss Richardson said.

"I am furious," she said yesterday. "The Act is clearly not being interpreted in the way it was intended. I did not have to fight at all to have cohabitees included in it, as I did with some other matters." The Act is intended to enable battered women, whether married or not, to obtain non-molestation orders against violent men quickly and have them excluded from their homes. Miss Jennifer Davis, aged 21, obtained an exclusion order against her cohabitee after his violence had caused her and their daughter, Cordelia, aged two, to seek refuge at Cluswick battered wives' centre.

But the man appealed against the exclusion order, and because of two recent High Court judgments that unmarried women have not the same rights as wives under property laws the appeal was allowed.

## Allowance for more disabled

A new group of disabled people will be able to claim mobility allowance for the first time from November 2. The extension, announced in a Commons written reply, is expected to bring in about 6,000 people aged between 53 and 55. More than 50,000 disabled people aged between five and 52 are already receiving the allowance worth £5 subject to tax but rising on November 17 to £7 a week. Eventually 100,000 disabled

people who have received no help with their mobility are expected to get the allowance. The new group brought into the scheme will receive the allowance from February 1, six months after the 51 to 53 age group, the last to be included. The Government is committed to phases in different age groups over three years, ending late in 1979. But claims from some groups have been small enough for the age timetable to be advanced.

## More wish to take courses in science and technology

By Our Education Correspondent

Young people are showing a discernible upsurge of interest in studying science and engineering, Sir Brian Flowers, FRS, Rector of the Imperial College of Science and Technology, London, said in his committal address to the college yesterday.

Undergraduate applications to the college last year had reached the highest figure for 10 years. That trend had been firmly maintained. Applications for this year's entry had reached a record figure of 7,000. Undergraduates, also a record, was 1,132.

"We have read in recent years a great deal about the disenchantment of the young with science and technology," Sir Brian said. "If this attitude is really as widespread as it seems that a significant change of mind is under way."

He welcomed in particular the Government's recent deci-

sion that the college should develop a new four-year engineering undergraduate course oriented towards manufacturing industry. The intake for the course would be limited to students of high A-level attainment who had also been able to attract sponsorship from selected industrial companies. "We aim to produce the industrial leaders of a more prosperous future," he said.

Trend to engineering: There have been many more applications for undergraduate engineering and physics courses next year, preliminary returns to the Universities Central Council on Admissions show. Applications for electrical, mechanical and general engineering courses and for physics are all up by more than 12 per cent compared with this time last year.

About a fifth of the expected total number of applications are in the field of engineering and physics. There has been a fall of more than 8 per cent in applications for dentistry, law, sociology and history.

## Attempt to end newspaper dispute fails

By Our Labour Staff

The National Union of Journalists is to meet the Newspaper Publishers Association next week to discuss the closed-shop dispute threatening closure of the London Evening News.

A meeting between union officials and management at the paper failed to reach agreement, the dispute involving Mr Keith Sharp, the assistant City editor.

The meeting followed a letter to journalists from Mr Louis Kirby, editor of the paper, saying that closure seemed to him inevitable if the dispute was not settled.

The NUJ chapel (office branch) is refusing to handle copy by Mr Sharp, a member of the Institute of Journalists, on the ground that there is the "custom and practice" of 100 per cent post-entry union membership.

An NUJ statement yesterday condemned the letter from Mr Kirby as a "naked threat"

## Legality of school girls' quota doubted

By Lucy Hodges, of The Times Educational Supplement

Boys' public schools that have started to admit girls on a quota basis may be breaking the law. Since 1975 independent schools going coeducational gradually have had to apply for exemption from the Sex Discrimination Act, which outlaws quotas.

The Equal Opportunities Commission has had only one such application, from Framlingham College, Suffolk, which this term began accepting up to 25 day girls a year into its junior school.

Other public schools that have gone coeducational on a quota system, such as Tuisto School, Somerset, and Oakham School, Leicestershire, have done so without applying for transitional exemption order. Oakham has 350 girls and 600 boys, and is having to turn away about twice as many boarding applications from girls as it has places.

Tuiston, which has places for only 50 girl boarders, is also having to turn many girls away. It cannot expand to meet the demand until it can find the money for new buildings.

The commission said that schools that had not applied for exemption orders would be asked to do so.

The commission is also worried about the number of public schools taking girls into the sixth form. In an article in today's Times Educational Supplement, Miss Betty Lorkwood, the commission's chairman, suggests that they may be in breach of the Sex Discrimination Act.

Schools are not considered coeducational, and therefore subject to the Act, if they take small numbers of the opposite sex and confine them to non-curricular courses or classes. This has been interpreted by some schools as meaning that they can admit up to a tenth of girls to do A levels with boys.

The commission seems to be challenging that interpretation. Miss Lorkwood suggests that schools may take a minority of girls to do specific subjects, but not to do full ranges of A levels.

## Landowner in shooting incident jailed

A landowner was jailed by Stafford Crown Court for two years yesterday for shooting at five boys on his land and killing their dog. Judge Garrard said he would be failing in his public duty if he had suspended the sentences and let the men go free.

Edward Longshaw, aged 48, of Hardington, Kidgrove, had been convicted of wounding Paul Posmych, of Victoria Avenue, Kidgrove, with intent to cause grievous bodily harm; possessing a 12-bore shotgun with intent to endanger life; and killing the dog. He admitted possessing a firearm without a licence and was fined £10.

He was said by the prosecution to have fired at the boys from 50 yards' range when he caught them hunting rabbits on his land.

He said he fired over their heads to scare them off. The prosecution said he "ventured his anger" on the dog by shooting it once, then killing it. The boys were in a four-acre piece of land that Mr Longshaw had fenced off as a play area to protect his young children, his daughters, aged 10 and 12. "He was concerned that the fences would be damaged," Mr David Hales, for the defence said.

## Marines' music school to move

The Ministry of Defence is to transfer the Royal Marines School of Music from Deal to Portsmouth, but completion is not expected until 1981.

The move is expected to put many civilian jobs at the Royal Marines barracks at Deal at risk.

## Scots universities

David Walker writes in Glasgow in the first of a series of profiles of the ancient Scottish universities in The Times Higher Education Supplement today. Jean Blondin argues that the French schools are better off without their communist allies.

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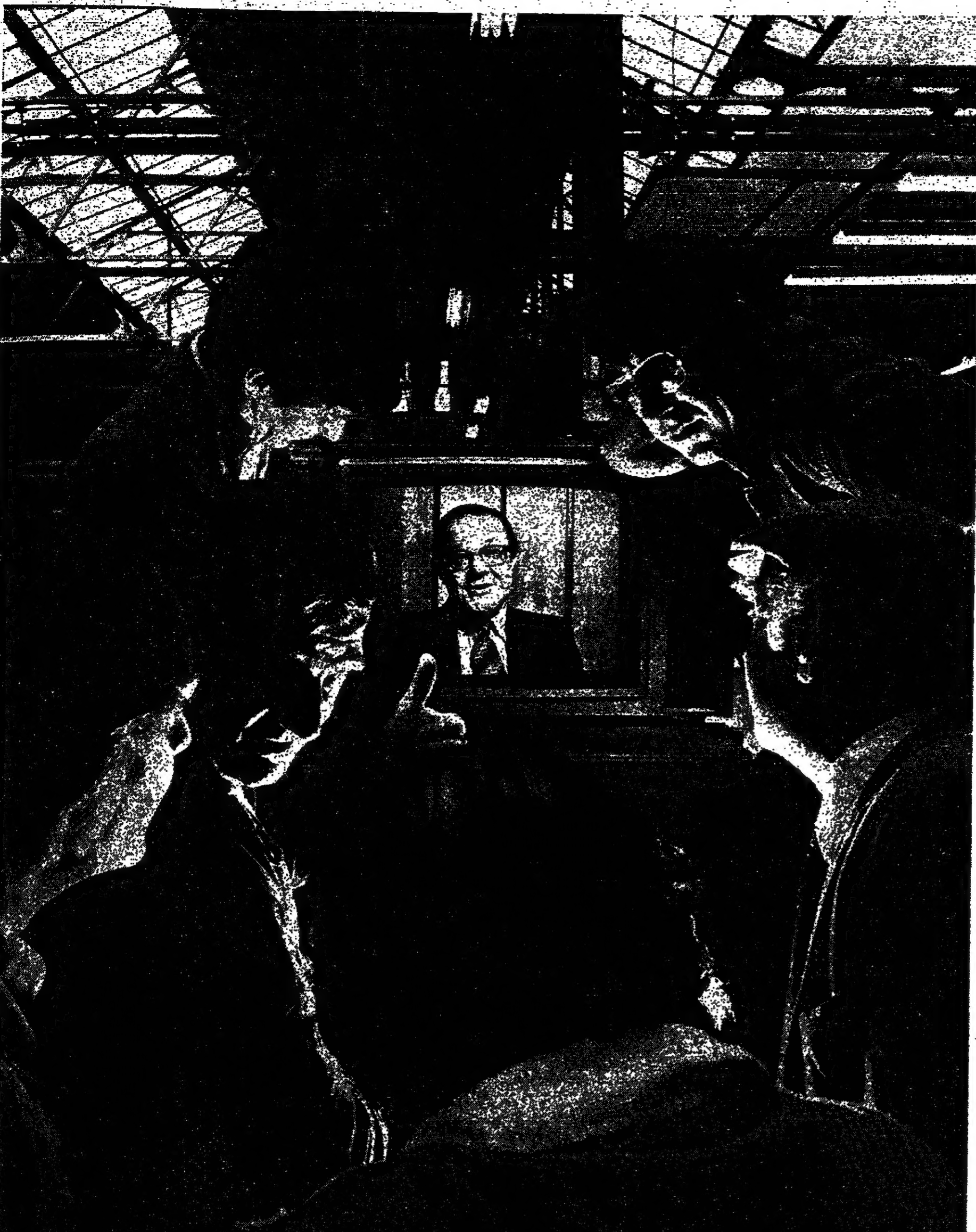
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incident jailed

Marines  
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**"And that ends this month's board meeting. It'll be shown again next Monday at 1pm."**

Board meetings shown like television programmes?

It's not a glimpse into the future. Nor is it one or two trendy companies practising 'open management'.

It's an idea used regularly by one of the largest corporations in the country to show shop floor staff and middle management what goes on behind the closed doors of the boardroom.

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## HOME NEWS

## Social workers link suicide with high-rise development

## Demolition of flats sought over nervous complaints and crime

People living in tall blocks of flats are seven times more likely to commit suicide than anyone else, a group of social workers in Manchester says in a report published yesterday.

The Hulme People's Rights Centre calls for the demolition of most of Hulme, a seven-year-old development where 15,000 people live in maisonettes and multi-storey blocks in a former slum area just south of the city centre.

The report says that a survey showed that half the people living in the development suffer from nervous complaints.

Last month a woman, aged 26, leapt to death from the second floor of a block in Birmingham.

The report says people in the Hulme development are 31 times more likely to be the victims of crime than people living elsewhere and 41 times more likely to be murdered.

"Demolition is the only answer. Two thirds of it must be flattened to the ground and real homes built," the report says.

John Chatter writes: The redevelopment of Hulme, once a typical back-to-back slum

district, was Manchester's first attempt to break away from the building of tower blocks for slum clearance.

The redevelopment was the first in the city on a mass scale. Instead of moving families out of street and rowing them into new blocks of flats, several square miles was bulldozed, and a planned district scheme took place.

There are only a few tower blocks in the redevelopment. Most of the original Hulme dwellers were rehoused in outlying estates, such as Wythenshawe and Fattersley, but since families started moving into the reconstructed district from other parts of the city Hulme had a reputation for crime, vice, suicides and stress.

Condemnation, however, is not unanimous. A group led by a Methodist minister was recently formed partly to ally fears that have almost reached

hysterical proportions among some residents.

The group maintains that the area has many advantages over a true multi-storey block development. One of its ideas is for some of the terrace blocks to be handed over from the city's housing department to a housing association. It is thought that this might restore a more personal atmosphere.

Councillor Allan Roberts, chairman of Manchester Housing Committee, said last night that he agreed with many of the report's findings on social difficulties but not with the recommendation that the deck access terraces should be demolished.

He said it was council policy to move families out of the terraces, which had turned out to be "planning and architectural errors" and to let the flats to single people or to groups of young people, such as students.

By 1980 all families with young children would have been rehoused, he said. The terraces were also being improved by dividing the decks vertically to ensure privacy and security.

Inner City Crisis: Manchester's Hulme (Hulme People's Rights Centre, 40p).

## WEST EUROPE

## Party pact on reform of Spanish police

From William Chislett Madrid, Oct 27

The remarkable cooperation between the Spanish government and opposition parties was carried one stage further today with the signing in the Cortes of a political pact between them. All the opposition parties signed except the neo-Francoist Popular Alliance of Señor Manuel Fraga.

Under the agreement the remaining repressive aspects of the Francoist laws will be removed and the police and the paramilitary Civil Guard forces will be reorganised.

Measures are included to control those newspapers and radio stations which belonged to the National Movement, the only legal political organisation under Franco, as well as the state-run television, which will be presided over by a joint committee made up of the Government and opposition parties. The pact gives anyone arrested the right to have a lawyer from the moment of his detention and also lifts the ban on contraception.

The police reform, as Señor Rodolfo Martín Villa, the Interior Minister, explained to civil government at a special meeting yesterday, amounts to more police protection for authorised demonstrations and basic political rights, together with a system of checks on illegal activities such as picketing and groups which espouse violence such as the Basque separatist organisation, ETA.

The Popular Alliance with 16 seats in the Congress, the lower house of the Cortes, did not sign the pact because it is against the police reforms.

Señor Laureano López Rodó, one of the alliance's leaders, said that the restructuring of the police forces would mean the dismantling of the means of control of the state against subversion and terrorism. While the Popular Alliance has little weight in the Cortes it reflects to a great extent the conservative thinking of the military hierarchy.

The Popular Alliance is facing serious internal difficulties at the moment, brought to a head by Señor Manuel Fraga's cordial relations with Señor Santiago Carrillo, the Communist leader. Señor Fraga had agreed to present Carrillo to the exclusive XXI Club where the Communist leader will be speaking on Euro-communism.

This will probably result in one of the alliance's main parties, the Spanish National Union, breaking up. In a statement today Señor José María Vela de Anelo, the union's vice-president, said: "The presentation of Carrillo by the secretary-general of the Popular Alliance is the final straw which has broken the patience and overwhelmed the indignation many Spaniards."

Señor Fraga has recently shown himself anxious to improve on the Francoist image of the Popular Alliance and in speeches now refers to it as being "centre right". His presentation of Señor Carrillo in the XXI Club is seen as an attempt to gain a more democratic reputation. Many of the club's best known right-wing members have resigned over the speech by Señor Carrillo, including Señor Gonzalo Fernández de la Mora, the leader of the Spanish National Union.



A clenched fist raised in a last salute to the Baader-Meinhof terrorists.

## Mourners clash with police after Baader-Meinhof funeral

From Patricia Clough Bonn, Oct 27

Forty people were detained in Stuttgart tonight after the funeral of three Baader-Meinhof terrorists who committed suicide in jail last week. Trouble broke out when the police started checking the identities of more than 500 people who had assembled. A passing car was damaged, there were scuffles and attempts to throw bricks at the police.

Some 300 participants formed a procession and tapers flared as they repeatedly came up against fresh identity checks. Finally a hard core of about 100 clashed with the police as they marched towards a department store and police station in the city centre. Two policemen were slightly injured.

It was the first violence in West Germany since the suicides, although there have been many demonstrations and attacks on West German police forces abroad by extreme leftists

who claim the three terrorists were murdered.

Last weekend a clandestine radio station in the North Rhine-Westphalia region urged listeners to destroy police stations, banks and two halls. It said Herr Hanns-Martin Schleyer, the industrialist, would not be the last person to be murdered.

At the funeral today a small group of people wrapped in black cloth carried placards reading "Güdnur, Andreas, Jan - tortured and murdered in Stammheim" and "Solidarity with the guerrilla fighters".

The three were buried together in a common grave in Dornhalden cemetery. Herr Manfred Rummel, the chief burgomaster of Stuttgart, rejected protests from the population and promised that the grave would not be allowed to become a place of pilgrimage.

Andreas Baader, aged 34, his girl friend Gudrun Ensslin, 37, and Jan-Carl Raspe, 33, died in Stammheim jail a few hours

after the rescue of the 86 airline hostages held by comrades in Mogadishu. Provisional reports on the post mortem and on investigations by the Baden-Württemberg Justice Ministry said they had committed suicide.

The day before his death, the news agency, DPA, said today, Baader, criticised the brutality of the terrorists who kidnapped Herr Schleyer and hijacked the airliner.

Quoting reliable sources, the agency said that in a conversation with a government official Baader promised that he and 20 other terrorists, whose release was being demanded, would not commit further crimes once free. Instead they would try to exert a moderating influence on the new generation of terrorists whose brutality towards uninvolved persons they disapproved.

DPA said the official was left with the impression that Baader was fully conscious of being released.

## Minister is accused over M-way

Objectors to the latest Midlands motorway scheme accused the Secretary of State for the Environment yesterday of treating them in a high-handed and undemocratic fashion.

Mr John Bushell, of Leigh End Farm, Alvechurch, Hereford and Worcester, and Mr Terence Brunt, of Alvechurch Way, Bromsgrove, are seeking an order in the High Court quashing the Secretary of State's approval of the 560m scheme, on which construction is to start in 1979-80.

They said he approved sections of the M40 and M42 south of Birmingham after receiving undisclosed information and evidence on which objectors had no opportunity to be heard.

Mr John Bushell, whose property is affected, said in written evidence that objectors felt "frustrated and shut out" at not being able to make representations on new evidence submitted after completion of the public inquiry into the scheme.

The Secretary of State had taken new factors into account and had drawn wrong conclusions, Mr Bushell said. He had denied objectors the chance to challenge his decision in a high-handed and undemocratic fashion.

Lord Gifford, for the objectors, contended that the decision to build was outside the powers conferred by the Highways Acts. He complained of breaches of natural justice in the way the decision was reached.

He said the inspector at the inquiry, in 1973, concluded that only necessary could justify the scheme. His recommendation in favour of the scheme, based on the strength of traffic forecasts, but recent general predictions had reduced the forecast of traffic volumes.

The hearing continues today.

## BBC to change frequencies for radio networks

By Martin Huckerby

The four main BBC radio networks are moving to new wavelengths next year. The 15m scheme is designed to minimise the effects of interference from foreign stations and to make the services available to more people.

The changes are the result of an international frequency agreement which came into force on November 23 next year. As a result all long and medium wavelengths for the main BBC networks have had to be altered. Listeners may have to buy new radios to listen to particular programmes.

The changes are as follows: Radio Three: Moves to 247 metres (1215 kHz) on medium wave. Most listeners will need to tune to VHF at night. Radio Four: Moves from medium to long wave (200kHz) in the central Scotland 1322m (227kHz). Radio Two: Moves from long to medium wave 433m (693kHz) and 330m (893kHz). Radio One: Takes over 257m (1085kHz) and 265m (1053kHz) on medium wave.

## Mr Callaghan calls for industry recruits

By Our Education Correspondent

The Prime Minister yesterday called on teachers to do all they can to change the "perverted and distorted view" that manufacturing occupations are less "worthy" than professional occupations such as those in education, law, medicine or the social services.

More of the country's best brains needed to apply themselves to overcoming British industry's difficulties, Mr Callaghan told a National Union of Teachers careers convention in London. More able young people, both girls and boys, should be encouraged to try a career in industry.

"We need fully to appreciate how much we depend on manufacturing and the conditions that industry needs for success. I cannot, too often that manufacturing is the major contributor to our national wealth, and that our hospitals, schools and social services depend on its success," he said.

Mr Callaghan welcomed the "good and promising initiatives" that had been taken to help schools to introduce teaching about industry into the curriculum. But more needed to be done.

We appealed to teachers and schools to invite people from industry to give first-hand information on firms and jobs; and appealed to industry to spare suitable staff, often young people, who could speak from experience both of being students and of life at work.

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## Restrictions on foreign lecturers under attack

By Judith Judd, of The Times Higher Education Supplement

Evidence that the Government is tightening procedures governing the appointment of foreign lecturers will be discussed at a meeting of university vice-chancellors today.

Cases have been reported to the Committee of Vice-Chancellors and Principals of universities that have appointed academics from abroad being asked whether a suitable British academic was available for the job.

Universities are also worried because some categories of visiting academics are being previously require work permits now appear to do so.

The committee said "There is concern that work permits should be given or refused on grounds of not bureaucratic grounds."

The universities' main worry is that distinguished academics may be prevented from coming to Britain. Dr Albert Sloman, Vice-Chancellor of Essex University, said an attempt to restrict entry of foreign academics would damage the ethos of universities.

The Department of Employment said it was possible a clear view of the situation for everyone had been reduced over the past two years because of unemployment, but it was not aware that foreign academics had been treated differently from anyone else.

One factor that the Conserva-

tives reckon had an important effect on the poll was that Mr Healey had already promised tax concessions and a stimulus to the economy this autumn, which had a distinct influence on people's attitude to the Labour Government.

There was much speculation among MPs about the bearing the latest opinion poll will have on the Prime Minister's choice of a general election date. Many Labour MPs think that, after an early Budget containing more relief for the taxpayer, Labour would do best in May or June next year.

On the question relating to electoral support, Gallup found the percentage today, with the figures for September, August and July in parentheses was: C (45 (45), 48 (49); L (45 (45), 37 (34)); S (15 (15), 10 (10)).

The figures were arrived at after excluding the "don't know" or "no answer" to 84 per cent of the total interviewed.

## Shetland's views may be sought on devolution

From Our Correspondent Lerwick

Shetlanders are likely to be asked their opinion about Shetland's constitutional future in an early referendum, Mr Kenneth Urquhart, Chief Executive of Shetland Islands Council, said yesterday.

"The council's devolution group is likely to ask the council next Monday for a decision on the referendum," he said. "If it goes ahead it will be a preliminary vote to determine whether the people of Shetland support the council in its plan to consider the islands' future constitution."

"It might be necessary to have a second referendum after the Nevis Institute have completed its report on possible constitutional changes." The 240,000 report was completed recently, and it was hoped that it would be available before any referendum, but the devolution group thinks the government action in the Commons makes an early referendum desirable.

Eight MPs will visit the islands for talks and meetings next week. Mr Urquhart said: "We are trying to get, as quickly and as comprehensively as possible, a clear view of what the people are thinking."

It was stated previously that the council's policy was to favour continued links with Westminster rather than with a Scottish assembly.

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## Time and the telephone upset digestions on both sides of the Channel

From Ian Murray Paris, Oct 27

According to the sun, Paris is 10 minutes behind London. This was pointed out by British delegates at a two-day cross-channel seminar organized here jointly by the British Chamber of Commerce and the Chambre de Commerce Française de Grande-Bretagne, which ends tomorrow.

The discussion had turned to the problems businessmen had to face because the time difference between the two countries, thanks to switching back and forth to summer time on different dates, changed no less than four times in a year.

Mr David Royce, from the Department of Trade and Industry, one of those French Englishmen who speak French in a way that even the French can understand, explained that although it was possible to synchronize watches to GMT it was impossible to do the same thing with mindsets. If we "muck about with time," he said, the Scottish road grater would have to get up in winter before the roads had begun to thaw. And as for the cows, there was no way of explaining to a cow's owner that the time had changed.

The seminar chairman, a former French transport minister, M Pierre Billecoque, one of those rare Frenchmen who speak so well that the English do not laugh at him, read out last month's statement from the European Commission saying that everyone was agreed that the time difference was to change back and forth to summer time on the same date each year—April 1 and October 1—provided the United Kingdom will accept it.

It was not really quite like that, said Mr Royce. Certainly the British Government was prepared to have such a change debated in Parliament. But the French had no legislation to do it, the Danish wanted to know what the Germans were going to do and the Italians would only do it if the Swiss

and the Austrians did it; and everybody knew they could not be relied on.

The time difference between the two countries was cited by Mr E. A. G. Balfour, President of the British Chamber in France, as a root cause of misunderstanding and possibly indignation. He said that many times he had been summoned away from his canteen meal to answer a phone call with a mouthful of choucroute.

Mr Billecoque was sufficiently impressed with the urgency of the problem to promise to take the matter up at a higher level.

Telephone calls between the two countries were also criticized. Difficulties were most British delegates agreed, inherent in the French system. Dialed calls were not so bad, but when it came to obtaining a line through an operator things were impossible. There was hollow laughter when they heard that the internationally accepted standard for jelay before an operator picked up a call was 10 seconds. And there were other delays.

## Danish majority emerges in favour of EEC

From Our Correspondent Copenhagen, Oct 27

An opinion poll published in Denmark today showed a majority in favour of Danish membership of the EEC.

The Observa Poll, published in Folkebladet, said that 52 per cent of those asked were in favour of the EEC and 48 per cent against. The majority was particularly marked among men aged over 50 and women over 30.

The poll predicted a turnout of about 70 per cent in next year's election to the European Parliament. Of those supporting the EEC 85 per cent said that they would vote in the election. For the opponents the figure was 58 per cent.

## Four security men die

Herten, West Germany, Oct 27.—Four security men died and two others were reported missing while trying to save a miner after a fire broke out today in a Ruhr mine.—Agence France-Press.

## France gets a Renaissance museum

From Our Own Correspondent Paris, Oct 27

France can boast at last a museum of the Renaissance which does justice to the wealth and variety of its national collections. It was inaugurated today by President Giscard d'Estaing in the Chateau d'Ecouen, 15 miles north of Paris.

The chateau, a magnificent edifice in the Italian renaissance style, was built between 1538 and 1550 by the Constable, the Duc de Montmorency, one of the leading personalities of the time, a patron of the arts and a prolific collector.

Ecouen, which was ransacked during the French Revolution, and converted in turn into a patriots' club, a prison and a military hospital, became by decision of Napoleon in 1806 a school for the daughters of members of the Legion of Honour killed in battle.

He decided it was the most suitable place to house the

## Grace period for Britain to pass law on lorry drivers

From Michael Hornsby Brussels, Oct 27

EEC transport ministers decided in Luxembourg today to introduce new regulations governing the working conditions of lorry and bus drivers from January 1, 1978. At the same time, they agreed to allow both Ireland and Britain a grace period of three years during which to bring existing national rules into line by stages.

The agreement was made possible by the lifting of French objections to the granting of derogations to the British and the Irish. The French had previously argued that to permit it would amount to extending these two countries' transitional period of Community legislation, which expires at the end of this year.

The outcome of today's meeting was hailed as a "triumph" by Mr William Rodgers, Britain's Minister of Transport. Without the agreement both Britain and Ireland could have

faced the choice of changing national regulations immediately or being taken to the European Court of Justice the new year.

One of the main effects the new rules will be to limit the maximum number of hours which lorry and bus drivers may drive each day. This compares with a limit of 10 hours in Britain. There is a strong trade unionist resistance to reduction.

The new regulations also provide for longer rest periods, addition, the existing requirement that all heavy lorries must carry a second driver is to be abolished. More than 2 miles would be fitted with tachographs, the "spy-in-the-cab".

Mr Rodgers made clear, however, that his today's agreement had no bearing on the European Commission's proposal for the installation of tachographs in the cabs of new lorries.

The first phase of restoration includes almost the whole of the first floor, where the King's apartments in the south-west corner. Altogether nine rooms are open to the public from the end of the week.

In the second phase due completion in 1981, a total of 35 rooms and the chapel by Jean Goujon will be restored.

## M Marchais loses his attempt to end slur

From Ian Murray Paris, Oct 27

M Georges Marchais, the French Communist leader, failed in his attempt to clear his name in court of the slur of having worked voluntarily for Nazi Germany during the war.

After a long legal battle dating back to the publication in two right-wing newspapers in 1973 of documents purporting to prove his collaboration, M Marchais was told today that it was there was no case against the publishers.

A court ruled that although there had been allegations made to the photocopies of the documents, they did not alter the truth of the documents. "It is substance," the publishers, A. Auguste-Lecœur of *Le Nation Socialiste* and M. Jean Boisson of *Minute*, were acquitted of using forged administrative documents.

By finding a nice legal point the court failed to rule on whether M Marchais really had gone to work in Germany voluntarily or whether he was forced to do so. He had wept as he told the court at an earlier hearing of how he went to Germany to work in a munitions factory in Bavaria where he was told that the company had designated them to work in Germany. He said they were warned that if they refused to go their families would be imprisoned.

At the earlier hearing M Marchais said: "Before the justice of my country, solemnly swear that I went voluntarily to work in Germany. I was a deportee. In publishing the documents, the publishers have committed a crime and a politically motivated machination." The intention had been, he said, to use the publication to smear the Communist Party and himself as its secretary.

Today's judicial ruling, which resolves the basic issue, M Marchais admits he went to work in Germany before the law was passed making it compulsory on deportees to right-wing accusations to continue to claim that he did voluntarily. His supporters continue to deny it as he vehemently as he does, those pointing to the fact that he escaped from Germany after five months and went into hiding in France.

By creating "a major international currency back by the economic strength of the community" which could serve as "a pillar of world monetary system" alongside the dollar, the EEC would be "relieved of many short-term balance of payments preoccupations."

Leading article, page

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ADVERTISER'S ANNOUNCEMENT

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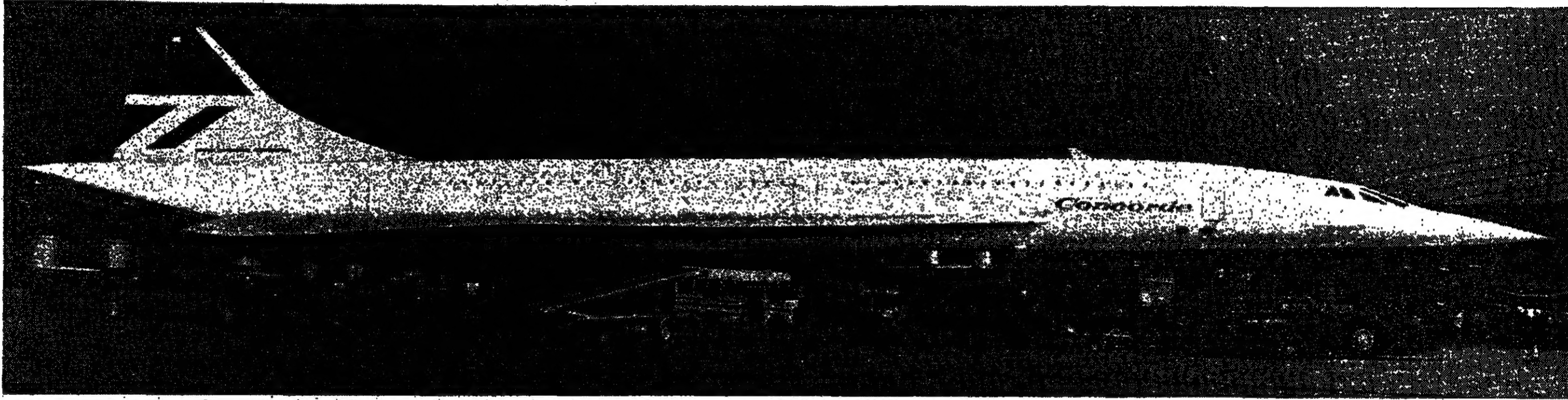
# British airways ANNOUNCE

Friday, October 28, 1977



WEST to New York in 3½ hours... EAST to Singapore in 9½ hours

# IT'S CONCORDE'S NEW WORLD!



Concorde on the ground at Kennedy Airport after its first flight to New York.

## The Houston connection is fastest

DIRECT services are operated by British Airways to seven cities in the United States apart from New York and Washington - and there are also special connections available with US domestic airlines to speed passengers to other centres.

The seven cities are Anchorage, Boston, Chicago, Detroit, Los Angeles, Miami and Philadelphia. In addition, the airline has services to New York from Manchester and Glasgow.

Houston is one of the important offshore points to which British Airways can speed business travellers, through their arrangements with US airlines.

By flying on the supersonic Concorde to Washington and then linking up with an Eastern Airlines service, passengers can be in the Texas oil capital two-and-a-half hours faster than on a direct subsonic flight.

Other Link-Ups offer quick services from London to Houston via Miami, using Continental; to New Orleans via Washington, using Eastern; to Tampa via Miami, using Eastern; to Dallas/Fort Worth via Chicago, using Braniff; to San Francisco via Chicago, using United; and to Atlanta via Boston, using Delta.

### Quick

Among the advantages of using the British Airways' Link-Up services into the United States are:

Speedy connection times, baggage checked through to your destination, accelerated Customs clearance, and British Airways' staff on hand to assist in the transfer from one aircraft to another.

Coming east, the American airlines are able to allocate passengers specific seats on the British Airways' jets which they are to join.

By using the British Airways service to Chicago, passengers can obtain quick onward connections to such points as Denver, Kansas City, Minneapolis/St Paul, Portland, Salt Lake City, San Diego, Seattle and Tulsa.

Cartoon  
by Ross



## Twelve ways to Araby

TWELVE POINTS in the Arab world are now served by British Airways, and this gives business travellers a better spread of services out of Britain than any other airline.

Highlights of British Airways' extensive services to the Middle East include:

- TriStar to seven points in the Gulf.
- A daily TriStar at 0905 to Abu Dhabi and Dhahran.
- An increase of services to Beirut this winter to three each week.
- A daily non-stop VC10 service to Jeddah.

IRAN: There are also twice-daily VC10 services to Tehran.

CONCORDE is continuing to change the world of air travel.

Now British Airways is launching new supersonic services to New York and Singapore to join those already operating to Washington and Bahrain.

Concorde will start flying to New York on November 22.

The supersonic airliners, which fly at speeds of up to 1,350 miles an hour, will take only three and a half hours from take-off to landing to cross the Atlantic. This is about half the time taken by subsonic jets.

### New York

Initially, there will be two Concorde services each week

between London and New York, but frequency will be increased to four a week in December and six a week in February.

In local timings, Concorde will arrive in New York earlier than it leaves London. The aircraft will leave on Tuesdays and Sundays at 1115 and arrive at Kennedy Airport at 1000.

Return flights from New York on Wednesdays and Mondays will leave at 1215, arriving at Heathrow at 2100.

By December, the New York service will have been stepped up with departures on Tuesdays, Wednesdays, Fridays and Sundays, returning from New York on Wed-

nesdays, Thursdays, Saturdays and Mondays.

British Airways' Concorde to Washington will operate daily until November 21, and then on five days a week - Mondays, Wednesdays, Thursdays, Fridays and Saturdays - at 1300, arriving at 1210.

They return on Sundays, Tuesdays, Thursdays, Fridays and Saturdays, leaving Washington at 1230 and arriving at Heathrow at 2140.

### Singapore

The service to Singapore will begin in December and will be operated in conjunction with Singapore Air-

lines as an extension of the Bahrain service which was started in January last year.

It will reduce the time between London and Singapore by five hours and 20 minutes. With only one stop at Bahrain, Concorde is scheduled to fly between the two cities in nine hours and 30 minutes.

To Singapore, the joint British Airways/Singapore Airlines services will leave London three times each week, on Sundays, Wednesdays and Fridays at 1300, arriving at Singapore at 0600 the next day.

The return flights from Singapore will be on Mondays, Thursdays and Saturdays leaving at 1130 and arriving in London at 1315.

These Concorde journeys will be completed in nine

hours, 15 minutes, slicing six hours and 10 minutes off the fastest subsonic time of 15 hours and 25 minutes.

Arrival times of the Concorde flights will make it easier for business travellers to obtain same-day connections to many other destinations in the Far East.

By using Concorde, there could be a saving of seven hours 45 minutes to Jakarta, six hours 15 minutes to Manila and five hours 20 minutes to Kuala Lumpur.

Passengers will gain all the other advantages of travelling Concorde - including special check-in and lounge facilities at Heathrow, and a more comfortable flight, due to the almost complete lack of turbulence at 60,000 feet, Concorde's normal cruising height.

## Japan over the Pole

WIDE-BODIED British Airways Boeing 747 jumbo jets will fly over the North Pole to Japan from London three times each week this winter.

The services leave London airport at 1255 on Mondays, Wednesdays and Fridays and, after only one stop at Anchorage, Alaska, touch down at Tokyo at 1500 the following afternoon local time.

On Tuesdays and Saturdays, faster 707 aircraft leave Heathrow for Japan at 1035. After calling at Moscow, they arrive at Tokyo at 0935.

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\*You can call these numbers any time - day or night.

If you wish to write, send your letters to British Airways, West London Terminal, Cromwell Road, London SW7 4ED.

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WHY NOT CUT THIS OUT AND KEEP IT?

## Fly to the beauty of Kilimanjaro

THE first flights from Europe into Kilimanjaro are to be inaugurated by British Airways from November 5.

At the same time, the airline will step up its existing services to other East African destinations.

The Kilimanjaro service will be operated once each week by a VC10 airliner.

The airport, in the north-east of Tanzania, serves an area famous for its wealth of

wildlife and scenery and will make an excellent jumping-off place for unusual holidays.

In the area are the Serengeti, the Lake Manyara and the Tarangire national parks and the Ngorongoro Crater.

Connecting services are operated from Kilimanjaro by Air Tanzania to Mwanza, on the shores of Lake Victoria, and to Ganga, on the

Indian Ocean coast.

British Airways' services from London to Dar es Salaam are being increased from two to three each week and to Khartoum from four to five each week.

One of the Khartoum services - on Saturday - continues on to Addis Ababa.

VC10s and Boeing 707s are used on these routes. There is also a daily 747 service to Nairobi.







## OVERSEAS

## EEC asks Pretoria to rescind latest restrictions on blacks

From Nicholas Ashford, Johannesburg, Oct. 27.

The nine members of the European Economic Community have called upon the South African Government to cancel last week's ban on the entry of black leaders and organisations and instead to begin consultation with the country's black leaders.

The appeal was made in a note presented to Mr. R. F. Botha, the Foreign Minister, by Mr. A. Domus, the Belgian Ambassador, who is the senior EEC envoy in South Africa. Mr. Domus left for Brussels today to convey Mr. Botha's response to the president of the EEC's Council of Ministers.

Although the text of the note has not been released it is understood to express the Nine's disappointment and astonishment at last week's ban on the entry of black leaders and organisations, closure of three newspapers and detention of scores of black leaders and news leaders. It expressed strong concern for the direction that events have taken and emphasized the need for a peaceful evolution towards the granting of full rights to all of South Africa's inhabitants.

The note said that it was not the intention of the Nine to meddle in South Africa's internal affairs. However, Mr. Botha's reply is believed to contain a "strong" attitude to foreign pressure.

The EEC's move is a further indication of the strong reaction which last week's events have provoked in Western capitals. Three countries—the United States, West Germany and The Netherlands—have withdrawn their ambassadors or consultations and South Africa was today bracing itself for an announcement by President Carter of a change in American policy.

In an attempt to fill the gap

left by *The World* newspaper, which was banned last week, its publisher, the Argus company, today announced its intention to expand its weekly newspaper *The Post* to meet the needs of black readers. Mr. Percy Obozo, editor of *The World*, was detained shortly after the paper was closed.

At present *The Post* circulates mainly among Coloured and Asian readers in Natal. However, it is planned to print it on *The World* presses in Johannesburg, initially two or three times a week and possibly on a daily basis later. Most of *The World* staff will be given jobs on the expanded *Post*.

At a brief hearing before the chief magistrate in Pretoria today it was formally decided that an inquest into the death of Mr. Steve Biko, the Black Consciousness leader, should begin on November 14. The hearing took place a day earlier than had been anticipated. The matter is now sub judice.

Meanwhile in Bloemfontein the case against Mrs. Winnie Mandela, wife of the imprisoned black nationalist leader Mr. Nelson Mandela, was adjourned until next January 17. Mrs. Mandela is charged with breaking a banning order restricting her to the town of Fort.

Youths arrested: Police arrested 14 African youths after they set fire to a school building and a school bus in a black township near Bloemfontein. The youths were calling for an end to the Bantu education system. Earlier five black youths were arrested at Garankuwa, near Pretoria.—UPI.

Soldiers jailed: Four white South African soldiers were jailed for 20 months today after a court martial at Potchefstroom on the Botswana-Transvaal border, found them guilty of raping a pregnant African woman in Botswana.—Reuters.

## Anniversary flight to circle the world in 48 hours

By Arthur Reed, Correspondent

Pan American World Airways marking its fiftieth anniversary today with a remarkable flight around the world, crossing both poles in 48 hours and 40 minutes.

The flight will be made by a Boeing 747SP (special performance) carrying 150 passengers, each of whom has paid \$3,333 (about \$500 for a first-class seat and \$2,833 for a seat in the jumbo cabin).

The signal for it to leave San Francisco today will be sent by Key West, Florida, where the first Pan American service began on October 28, 1927. It was flown by a Fokker F-7 motor airplane which carried 30 miles away just over an hour.

Today's flight will circumnavigate the globe on a track stretching 26,642 miles in four "hops".

From San Francisco the 747 will fly non-stop to London, a distance of 6,358 miles crossing the North Pole.

From London it will fly non-stop to Cape Town, 6,153 miles. From there it will embark on the longest leg, crossing the South Pole to Auckland with a stop at Sydney, a distance of 7,522 miles. From Auckland it will fly to San Francisco, 6,508 miles.

Seats on the flight were sold out several weeks ago, and there is a long waiting list. Fifteen senior pilots and flight engineers will take turns on the flight deck, led by Mr. V. Her Mullikin, vice-president and chief pilot of Pan Am.

## Inquiry ordered into failed Bangladesh coup

Dacca, Oct. 27.—The Bangladesh Government has appointed a judges to investigate the abortive October 2 coup against the late Sheikh Mujibur Rahman's military Government.

Mr. Justice A. F. M. Absunud-Allah and Mr. Justice T. M. Masud, will also investigate a mutiny in Bogra, the north, two days earlier. The attempted coup took place while the Bangladesh authorities were negotiating with the hijackers of a Japanese liner at Dacca airport.

Eleven Air Force officers and Army personnel were killed in the fighting, it was officially announced. The Government set military tribunals, and has far executed 37 Army and Air Force men for their part in the unsuccessful coup.

## Alleged drug dealer flees from Bangkok hospital

Our Correspondent Bangkok, Oct. 27.—Mr. Lao Su, a Chinese Thai, is believed to be one of the biggest drug dealers in Asia, has fled from the detention of Bangkok central hospital, only a week before a court decision on whether he should be executed.

He is now reported to be in his hideout in the expanding area of northern Thailand.

Mr. Lao was one of 12 men arrested earlier this year by Mr. Wolf, a United States congressman, as large-scale drug traffickers. He said that Mr. Lao was one of the men responsible for sending drugs from Thailand to Europe.

He was arrested with another of the alleged leading traffickers, Mr. Lao Pan, in Bangkok in August. The day before last week's coup, when Thailand's military leaders dismissed the civilian Government and assumed power, the police and the Interior Ministry recommended to Mr. Tanin, the Prime Minister, that both men be executed under article 21 of the Constitution.

This empowered the Prime Minister to order either their execution by shooting or life imprisonment, without trial. Mr. Tanin was reported to have decided on their execution but the coup overthrew him before he issued the order.

## Another famine feared by Sahel countries

Niamey, Niger, Oct. 27.—Ministers from eight of Africa's Sahel zone countries today launched an urgent appeal to the world community for 500,000 tonnes of cereals to ward off a new threat of famine.

They said the four Sahel countries bordering the Atlantic—Senegal, Cape Verde, the Gambia and Mauritania—would need 50,000 tonnes of cereals by January and a total of 500,000 tonnes before the next rainfall is due.

A situation as bad as the worst years of the last drought, which occurred between 1968 and 1974, could be expected for the rest of this year all along the Sahel coast, the ministers said.—Agence France-Press.

## Wedding party involved in Philippines clash

Manila, Oct. 27.—Scores of men, including a wedding party, were caught in the cross-fire between government forces and Muslim rebels yesterday on Mindanao, near Zamboanga in the southern Philippines. Unbong radio broadcasts that at least 11 people had been killed and 22 wounded in a battle, which had begun on the beach, spilled into the town. Military authorities acknowledged that there were civilian deaths but gave no figures.

They said that troops had engaged the rebel force on a beach and the insurgents mingled with residents after retreating into the town where fighting continued.

The father of a girl of eight who was seriously injured in the shooting, disputed the military's explanation. He said that the civilians were members of a Muslim wedding party, attacked by military aircraft and Navy patrol boats.—UPI and AP.

## Unloved by the world, Transkei marks a first year of mixed achievement Apartheid's first child slow to come of age

From Our Own Correspondent, Johannesburg, Oct. 27.

Unwanted and unloved by the world at large, Transkei had its first anniversary this week.

It was an event that went largely unnoticed by the outside world, even by South Africa, which is the only friend of the Khospeaking Transkei. Since April last year, 15 new industries worth more than £10m have been set up. Umata, the capital, has taken on the appearance of a boom town dominated by a large new administration block and other new buildings.

The hopes of Chief Kaiser Matanzima, Transkei's Prime Minister, that his fledgling state would gain international recognition once it had shown itself truly independent have not been fulfilled. Only Transkei's postage stamps have achieved recognition from the international philatelic community.

Chief Matanzima may well feel angry and perplexed at

the world's refusal to accept his nation's independent status. Its performance during its first year has not been at all bad.

The economy has grown, although it remains heavily dependent on direct aid from South Africa and the money sent by Transkeians working there. Since April last year, 15 new industries worth more than £10m have been set up. Umata, the capital, has taken on the appearance of a boom town dominated by a large new administration block and other new buildings.

Politically, Transkei has given the appearance of stability. However, this has been achieved by the suppression of the tiny opposition Democratic Party.

At a social level, many of the formal racial barriers have been removed and much of the original South African racial legislation repealed.

Chief Matanzima has con-

gratulated Transkei's whites on their quick adaptation to a non-racial society. But one hospital and two schools remain exclusively white—a fact resented by many blacks.

None of this, however, has made any impact on international opinion. Despite criticism of South Africa's racial policies by Chief Matanzima and other leaders, Transkei remains in the world's eye as apartheid's first child, and world opinion has hardened against apartheid and its Bantustan offspring during the 12 months since Transkei's independence.

Chief Matanzima has not helped Transkei's case by many of his actions during the past year. He has, for example, replaced South Africa's notorious security laws with new ones that are even tougher.

Chief Matanzima's hostility towards the Black Conscious-

ness movement in Transkei has also undermined his claim to be the champion of the black man in southern Africa.

But the action that more than any other has prevented Chief Matanzima's Government from gaining foreign recognition was its acceptance of the Status of Transkei Act and its subsequent endorsement of the Republic of Transkei Act.

The Acts in effect took away South African citizenship from those of black Transkei descent living in South Africa.

The Transkei Government has argued that its citizens living in South Africa would be given the same status as any other foreigners there. But this has not been the case.

Chief Matanzima has said that his nation was prepared to wait years if necessary before achieving United Nations recognition. All the signs are that he is going to have to wait a very long time.

## Mr Fraser gives reasons for his election day choice

From Douglas Aitken, Melbourne, Oct. 27.

Mr Fraser, the Australian Prime Minister, put an end today to months of speculation by announcing to Parliament that there would be a general election on December 10. He had consulted Sir John Kerr, the Governor General, last night and recommended that the House of Representatives should be dissolved on November 10.

It will be the seventh federal election in 10 years. The House of Representatives' mandate would have expired on February 16, 1979.

Mr Fraser gave the following reasons for the early election: "A precedent was set in 1955 by Sir William Slim, who was then Governor General and dissolved the House of Representatives 18 months ahead of time to bring House and Senate elections together (there will be an election for half the Senate seats also on December 10);

62 per cent had voted for simultaneous elections to both Houses in the May referendum; and finally an early election would provide an opportunity to end speculation and the resulting uncertainty."

Mr Fraser's announcement did not come as a surprise. It is believed that the real reason for the election is that Mr Fraser feels that December is the best time to secure another majority. He and his Cabinet might also fear a further deterioration of the economy

next year and an increase in unemployment. They may prefer to go to the electorate while Mr Gough Whitlam is still leader of the Opposition.

Mr Whitlam told Parliament after the announcement: "At last the farce has ended. Since August when the Prime Minister said he might spring an election, the Australian economy and the Australian political system have been needlessly subjected to the stress and uncertainty deliberately created by the Prime Minister."

## Washington optimistic on new Salt agreement

From Our Own Correspondent, Washington, Oct. 27.

President Carter said today there was a "fairly good prospect" of reaching an outline agreement on new strategic limitations with the Soviet Union within the next few weeks.

In his most revealing comments to date about recent progress in the so-called Salt talks, he told a press conference here that there was now general agreement between his Administration and Moscow that the existing ceiling on strategic arms deployment should be lower than those agreed at Vladivostok. Both sides were also close to agreement on the number of land-based multiple missiles (MIRVs) that would be permitted under a new Salt pact, he said.

After "a demonstration of real progress" within a few weeks, details of a new agreement would take longer to work out, he predicted.

A new Salt agreement between the two superpowers should have been reached by the beginning of this month when earlier arrangements expired. But, when it proved impossible to meet this deadline, the Americans and the Russians agreed informally to respect the existing status quo.

Negotiations between the two sides are continuing in Geneva with renewed enthusiasm after two meetings here between Mr Carter and Mr. Andri Gromyko, the Soviet Foreign Minister.

## In brief

## British soldiers held in Cyprus

Nicosia, Oct. 27.—Ten British soldiers were held for six hours last night by the Turkish military authorities after straying into Turkish-controlled waters in two motor boats.

The soldiers, all members of the Scots Guards, were being questioned today by British military police about the incident.

## M Barre in Hungary

Budapest, Oct. 27.—M. Barre, the French Prime Minister, arrived here today on a three-day visit to Hungary aimed at improving trade between the two countries.

## Police protest

Hongkong, Oct. 27.—More than 4,000 policemen met tonight in protest against what they called persecution by the Hongkong Commission Against Corruption. Several police officers under investigation addressed the meeting.

## Jakarta round-up

Jakarta, Oct. 27.—The Indonesian army forces have smashed an attempt by the banned Indonesian Communist Party to stage a comeback. An Army spokesman said today. More than 200 party members have been arrested this year.

## Czech-Vatican dialogue

Prague, Oct. 27.—Negotiations have resumed discreetly here between the Holy See and the Czechoslovak Government on greater freedom for the Roman Catholic church in Czechoslovakia, diplomatic sources said.

# HAVE YOU EVER THOUGHT WHAT A FEW YEARS SINCE A BADLY LIT OFFICE CAN DO TO YOU?

Working under poor lighting conditions isn't good for anybody.

The trouble is most people don't see the problem. They struggle on complaining of headaches and work load but not the lighting. And as they get older the problem gets worse.

Trying to distinguish a 'c' from an 'e' on a carbon

copy could drive them to the optician.

Better lighting can improve their performance and save money. For instance, by lighting for the task you concentrate the light on the working areas where it does most good.

Lighting systems like this are not as expensive as you might think to operate.

They work out at about 1% of your salary bill.

Your Electricity Board can provide information about modern lighting systems, and there's no reason why anybody from an architect to a one-man business shouldn't feel free to seek their guidance.

If you'd like more light thrown on the subject, contact your Electricity Board.

**LIGHTELECTRIC**  
The Electricity Council, England and Wales.



## ENTERTAINMENTS

When telephoning use prefix 01 only outside London Metropolitan Area.

## OPERA AND BALLET

**COVENT GARDEN** 01-330 1055.  
Tonight, *The Barber of Seville*.  
Tomorrow, *The Marriage of Figaro*.  
Wednesday, *The Marriage of Figaro*.  
Thursday, *The Marriage of Figaro*.  
Friday, *The Marriage of Figaro*.  
Saturday, *The Marriage of Figaro*.  
Sunday, *The Marriage of Figaro*.

## CONCERTS

**QUEEN ELIZABETH HALL** 01-330 1055.  
Tonight, *London Mozart Players*.  
Tomorrow, *London Mozart Players*.  
Wednesday, *London Mozart Players*.  
Thursday, *London Mozart Players*.  
Friday, *London Mozart Players*.  
Saturday, *London Mozart Players*.  
Sunday, *London Mozart Players*.

## THEATRES

**LYRIC THEATRE** 01-330 1055.  
Tonight, *The Kingfisher*.  
Tomorrow, *The Kingfisher*.  
Wednesday, *The Kingfisher*.  
Thursday, *The Kingfisher*.  
Friday, *The Kingfisher*.  
Saturday, *The Kingfisher*.  
Sunday, *The Kingfisher*.

## THEATRES

**ALBANY THEATRE** 01-330 1055.  
Tonight, *The Kingfisher*.  
Tomorrow, *The Kingfisher*.  
Wednesday, *The Kingfisher*.  
Thursday, *The Kingfisher*.  
Friday, *The Kingfisher*.  
Saturday, *The Kingfisher*.  
Sunday, *The Kingfisher*.

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**AMERICAN THEATRE** 01-330 1055.  
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Tomorrow, *The Kingfisher*.  
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## THE ARTS

## Out of the blue: a gifted new American director

Communion (x)  
General release

The Long Holidays of 1936 (aa)  
Paris Pullman/Phoenix,  
East Finchley

My Nights with Susan,  
Sandra, Olga and  
Julie (x)  
Film Centa/Classic,  
Victoria/Classic, Praed  
Street

The Man Who Skied  
Down Everest  
Covent Garden Cinema

Alfred Sole appears out of the blue as a new and unknown name, though *Communion* is in fact his third feature as director. (The first, *Deep Sleep*, seems to have had censorship problems; the second, *American Soap*, is still awaiting release.)

He's full of tricks, too, always leading you on, in the way of good storytellers, in reassuring expectations which he suddenly dashes, only to lead you down some other path. Behind the titles appears a misty image of a child in a communion dress who slowly raises her crucifix until it reveals a bloody blade in its foot. The story begins with Mrs Spages and her two little daughters in the rectory, surrounded by the bawling agony of a screaming child.

With the wide misanthropic eyes of the elder girl, Alice, it all promises to be a further tale of a demonic child; and it is no surprise when Alice Karen is murdered just as she is about to enter the church for first communion, and a small figure in yellow hooded mac and plastic face mask drags the body across the sacristy floor.

Alfred Sole has other qualities. Beneath the properly lurid incident of the murder story is a very shrewd and subtle analysis of middle-class life and character of the family, the church and the police—firmly placed in a geographical context, in Paterson, New Jersey, which happens to be Sole's home town. The Spages divorce is clearly at the root of the mother's excessive emotional fixation on Karen; and the jealousy of the two sisters echoes older jealousies that account for the bitterness between their mother and their stepfather's aunt. The parents, temporarily reunited by the catastrophe, are really as cer-

tain as everyone else that Alice is guilty of her sister's murder; but their parental and family loyalty permits them to risk any sacrifice rather than admit it.

They turn to the church for help; but the apparent haven of the rectory, with its beaming collared priest, the fluffy kitchen which callously laps the blood spilt by his slain master.

*Communion*, allowing for its narrative lapse in the middle, is an irresistible, mischievous entertainment by an excitingly gifted new director.

If *Communion* is a case of a director superior to the material he has given himself to work with, *The Long Holidays of 1936* (Las Largas Vacaciones del 36) is rather a film whose ambitions are larger than the talent of the director. Jaime Camino has in fact made three previous films in which an admirable aspiration has been stripped of its accomplishment.

This film was made in the



Tiny Alice (Paula Sheppard) with knife

lesque and the good red herring is apparent. As a story-teller he has not yet the assurance of Hitchcock, it is true. The plot seems to break rather arbitrarily about two thirds through, at a point where it seems in danger of becoming an indeterminate record of murders: Hitchcock would at least have had more cunning in concealing his tracks.

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This film was made in the

last days of Franco, and not until after the death of Franco could its scenes of Republican forces, supporters and flags be shown. As the first Spanish film to show the Civil War from the point of view of the vanquished, it has a certain historical importance.

It covers the period from July, 1936, and the rising of Franco and his African troops, to January, 1939, and the ultimate rout of the Republicans. These events are seen from the position of two neighbouring families whose holidays are interrupted by the war.

The film's best moments are the beginning, when Camino manages to convey the feeling that people caught up in his narrative lapse in the middle, is an irresistible, mischievous entertainment by an excitingly gifted new director.

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senselessness of a queue for an overfull bus. But as the years pass, the family saga remains superficial, reactions to the events rather than in any real sense a commentary upon them.

Wim Verstaep and Pim de la Parra—Wim and Pim—are a rather regrettable Dutch film industry miracle. The latest of their films to be shown here (they are respectively its producer and director) is *My Nights with Susan, Sandra, Olga and Julie* which passes as a very high place in the list of the world's most idiotic pictures.

Susan, who has an over-developed maternal instinct and a house by a dyke, keeps her reclusive fiancé Albert locked in a room. Through a hole in the wall he spies on Sandra and Olga, a couple of lesbians who take time off to seduce and slaughter passing men. There is also Julie who has to sleep a lot because she is spending the nights in Albert's cell; and Piet, the female village idiot who collects Sandra and Olga's cast-off corpses. They all get progressively sillier till it ends up with Piet incinerating Sandra and Olga in a locked hot sitting between her beloved corpse to enjoy the place. In the Ministry of Physical Fitness, it was time for him to skid down Everest.

In some ways the documentary *The Man Who Skied Down Everest* (which took an Oscar last year) is cruder, it is the record of an adventure undertaken by a Japanese ski champion Yuchihiro Miura, who decided that having already skied down Fuji and Popocatepetl, and got his own television show and a job in the Ministry of Physical Fitness, it was time for him to skid down Everest.

In order to achieve this whimsical ambition (in the outcome it took him two and a half minutes to helicopter down a mile and a quarter, it is the record of an adventure undertaken by a Japanese ski champion Yuchihiro Miura, who decided that having already skied down Fuji and Popocatepetl, and got his own television show and a job in the Ministry of Physical Fitness, it was time for him to skid down Everest.

The material is undeniably splendid: the cameraman records Miura's peak feat impeccably, keeping the skier dead centre of the frame every instant; and there are oddities like a scene of Sherpas in the Himalayan wilderness getting their first taste of *Bonanza* on television. But you need to share Miura's belief that the personal challenge of himself was worth the sacrifice of these men for whom the only challenge, presumably, was to gain a livelihood for their families.

David Robinson

## Television

Shooting the Chandelier  
BBC 2

Alan Coren

On the day that the Wehrmacht and the Gestapo were replaced by the Red Army and the NKVD, cynicism came of age. It could no longer function merely as a healthy check to the pathetic pretensions of idealism, or indeed ideology; nor as a dark comic relief at the face value; nor even as a useful tool to turn anger and frustration and impotence to creative profit.

It became, for those on whom the Iron Curtain fell, the only life support system. It enabled people, provided they committed themselves totally to it, to cease to ascribe moral meaning to life. The West, of course, remains full of amateur cynics, who are in fact disguised idealists, betraying their true belief that ideals exist but that the world is constantly falling short of them. Across the border lie the pro-

fessional cynics who have de-programmed themselves of ideals: their only principle is getting by.

David Mercer's brilliant, harrowing, valuable play was set in that sick instant in April, 1945, when the Czech people, poised between the concentration camps of Nazism and Sovietism. Somewhere in the Czech countryside, a girl emerges from a bomb shelter in the grounds of her bourgeois father's house to find the Nazis gone; by the time she has taken her second breath of fresh air, Colonel Skotkin of the NKVD has driven up to requisition the premises for use as an interrogation centre. That the girl's father was killed by the Nazis, that her mother died in consequence, is an irrelevance; his sense of irony is subtler than that. With him he has his old university professor, picked up as a deserter along the way, and his up-prole driver; with her, she has her old nurse; and these five play out their various accommodations to the hideous ironies of the totalitarian pawns exchange.

There are, as befits people engaged in an analogous subplot to great events, five minor Shakespearean characters: the drunken, terrified, verbose professor, stammering played by Denholm Elliott, is Lear's Fool, the girl Blanka is the deranged Ophelia. The events which have unbalanced them have left them with truths that they articulate without fully comprehending. The nurse, Juliet's nurse, the sum total of common experience, who will shrug her way to survival over anything. The soldier is any Shakespearean soldier, protected by his inability to care either way about the events and figures who shape his destiny.

And Skotkin? Skotkin, who is closer to the main stage, comes higher up the Shakespearean league-table: a mix of Edmund and Angelo and Iago, a victim who has made himself master of his own destiny, a man who employs his intellect to despise intellectualism, someone capable of simultaneously savouring and analysing his cruelty, a totally self-contained being. Brilliantly interpreted by Edward Fox, he is the ultimate cynic.

On Wednesday the old-fashioned cynic, his professor, shot him dead. There was no poison in his doing so was the most unmythical of all.

to have been crushed". his foster-mother said of his demeanour on arrival. Peter's mother, curiously detached, said that now he was being fostered he was much calmer, but his stammer, his intractable, his intractable such cases can sometimes be. He did another burglary to mend his bicycle so that he could find a job and enjoy himself; his unmythical bland anonymity was clearly testing his foster-parents' patience to the limit.

In almost every respect this was an exemplary film. The sensitive production team knew exactly when to pause, watch and listen to the parents, foster-parents, social workers and children themselves so as to throw the lines of each case into high relief. At school, in hospital, or in scenes of pastoral bliss Tony Imi's camera work and Roger James's editing gave the film great resonance.

he heard it frequently. The drummer, and his offstage after ego, did not fail; the work's dramatic progress was scrupulously pointed, yet the interpretation remained curiously unmomentous, as if the conductors were intent on enchevring flamboyance.

The Sibelius began marvelously, with intense tenderness and an atmosphere of loving exploration which was sustained up to the arrival of the glorious trombone theme, one of music's greatest moments. Thereafter the tension was none too strong, the scherzos almost lackadaisical, the returns to the trombone tune heavily underlined. He and the BBC players, and Miss Haendel, were in top form for the Britten, dapper in the Scherzo, purposeful and illuminating in the outer movements.

## Fairy Queen/Tobermory/Trial by Jury

Royal Academy of Music

Stanley Sadie

For a long time—for the 150 or so years of its existence, in fact—the Royal Academy of Music has suffered from its lack of an adequate theatre for the performance of opera. On Wednesday, after five hard years of fund raising, planning and building, a new one was opened, by Princess Alice, Duchess of Gloucester.

Called the Sir Jack Lyons Theatre after its principal benefactor, it is of modest dimensions, appropriate to students' voices, of which too much should not be asked. It seats about 300, in a rather wide-fanning, shallow auditorium, in attractive, restful shades of grey and warm red. There is no wood or other hard surface to add sheen or resonance to the voices; the surfaces are soft, some in a carpet-like finish, some in what feels to the touch like suede. The acoustics of the Lyons Theatre are clear and truthful. Singers

from the RAM will know how to work to project their voices, and will have no illusions about what they can do.

We heard several of the present generation in Wednesday's opening event, the programme for which was happily chosen. It started, noting the Academy's ownership of the autograph score of the *Fairy Queen*, with the Principal Sir Anthony Lewis's position as a Purcell scholar and interpreter, with Act IV of that work, prettily staged in pastoral style by Dennis Maund in costumes by Peter Doeherty and a set by Oliver Baynton. The young singers coped quite well with the style; I enjoyed the nearly rhythmic counterpoint, especially Philip Newton, also Hilary Reynolds's melodious account of Spry's mad, the excellent discipline and articulation of the chorus and the rhythmic playing Sir Anthony drew from the orchestra.

The occasion demanded a new work and one was supplied by John Gardner, a one-act opera, *Tobermory*, based on Saké's story about a cat who learns to talk and is promptly wished dead by the guests at a country house who fear it may disclose their guilty secrets. It is quite funny, and reasonably well sung. Mr. Gardner said, his listeners,

houses Unilever employees, to the decks of whaling ships. Interspersed with music are the lives of the men at sea and the women left behind and statistics and descriptions of whaling. Miss Luckham sets the period with a 1930s dance band playing familiar music and writes dialogue that has an authentic ring. But in her effort to describe fully the lives of particular people in a particular time she yields to the temptation to throw in everything, particularly including the kitchen sink and steaming tea kettles.

Her approach gives the women of the *Everyman* company a chance to show their talents, and talented they certainly seem to be. I particularly admired the performances of Val Lilley and Victoria Hardcastle. She need not have written in a hackneyed abor-

don scene, however, to suggest that women without men face problems. An understated pick-up at a company dance is a far more effective sequence.

Caroline Eve's production does not always unite the play's different directions. A corner of the stage is given to kitchen realism; elsewhere, Norwegian sailors step forward to explain whaling and singers provide songs such as the whole evening. She has drawn good performances from the company and keeps a lively sense of period.

For the most part the moral points of view are suspended for the sake of nostalgic re-creation, such as the whole skeleton which hangs over the auditorium. There is entertainment value in that, as in the songs and "bunny hops", but a clear viewpoint would have provided more tension.

perceptions of the kind the NYT has launched in the past. What a contrast with their recent brilliantly individualized revival of Terson's *Good Lads* at Her.

Michael Croft (playing a broadly comical *Robinson*) directs with an absolute minimum of directorial decisions, beyond giving clear David Weston's elegantly expressive Anthony and June Richardson's pairing from narcissistic seductiveness to screaming tantrums with no sense of magnitude but a quantity of female glee.

Some of the notices on this page are reprinted from yesterday's later editions.

## Yates and the Whale

Everyman, Liverpool

Ned Chaillet

At one point in Claire Luckham's new play, the moral becomes unmistakably pointed when a harpoon gun rises from the stage and is aimed directly at the most expensive seats. It explodes, the audience standing in for absent whales, and Miss Luckham's muted "save the whale" campaign briefly becomes a "save the people" movement.

Her story is about people and whales throughout, but not all her shafts are aimed so exactly at targets. The action shifts from Port Sunlight village, the factory community built by Lord Leverhulme which still

houses Unilever employees, to the decks of whaling ships. Interspersed with music are the lives of the men at sea and the women left behind and statistics and descriptions of whaling. Miss Luckham sets the period with a 1930s dance band playing familiar music and writes dialogue that has an authentic ring. But in her effort to describe fully the lives of particular people in a particular time she yields to the temptation to throw in everything, particularly including the kitchen sink and steaming tea kettles.

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## Antony and Cleopatra

Shaw

Irving Wardle

If there is one thing worse than the cost of the production, it is the sight of a superb company making a gallant stab at a set play. Those are harsh words to throw at the Dolphin Theatre Company, but I must say my heart sank into my Polyteas when the











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### Performance glossary (Manual figures only. Source BMW)

728: 2.8 litres, 170 bhp, 0-60 in 10 secs, max 120 mph

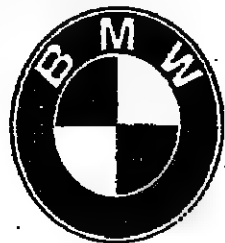
730: 3.0 litres, 184 bhp, 0-60 in 9.4 secs, max 125 mph

733i: 3.3 litres, 197 bhp, 0-60 in 8.9 secs, max 128 mph

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## At Windscale, the amateurs shine in the battle of the legal giants

Mr Justice Parker, presiding as inspector over the Windscale inquiry into the building of a nuclear reprocessing plant, sees inevitable criticism ahead for the recommendations that will eventually emerge from his tribunal. Yet he seems to accept the situation with remarkable cheerfulness, which might be attributed to the fact that this marathon enters its final week on Monday.

The hearing has cost over £2m, and the 3,000,000 words of evidence will not be the end of the affair.

At least three journalists covering the proceedings have proposals in the in-trays of publishers for a book to follow quickly on the final report. At least one major television documentary of 75 minutes duration is in preparation with actors playing the roles of presiding judge and the main QCs and others represented.

Academics from Britain and the United States have also moved in to make their sociological survey of the adequacy of this forum for reaching decisions of such immense national and international importance.

One thing is certain: there are few occasions in which such a concentration of high-powered advocates has enjoyed debate. By any standard, the case is impressive. Lord Silsoe, QC, and Mr Ian Glidwell, QC, representing British Nuclear Fuels and Cumbria County Council respectively lead for the applicants. On the opposition benches are Mr Raymond Kidwell, QC, for Friends of the Earth, Sir George Doherty, QC, for the Isle of Man, Mr David Widdicombe, QC, for the Windscale appeal, Sir Frank Layfield, QC, for the Town and Country Planning Association.

### An elaborate case...

Even at their best they have not outdone some of the lay advocates, such as Dr Brian Wynne, for Network for Nuclear Concern, Mr Peter Taylor, for the Political Ecology group, and the anti-nuclear campaigner Mr John Tyme, here leading for the Society for Environment Improvement.

Final submissions started this week with the main opponents' objections for the building of the first of a new type of plant at Windscale known as Thorp (Thermal Oxide Reprocessing Plant) to take spent fuel from nuclear reactors in Japan and elsewhere. The purpose is to separate reusable uranium, plutonium and highly active waste products.

The objects have assembled an immensely elaborate and multifaceted case against the project. Friends of the Earth's argument calling for a deferment of 10 years on the decision, on technical and economic issues to demonstrate that a gamut of risks from the spread of nuclear weapons material to devastating contamination of the environment would best be averted by prohibiting this type of reprocessing.

The Isle of Man would prefer not to have such a close neighbour on the Cumbria coast discharging into the Irish Sea, and also argues that the site on

the perimeter of the lakes national park is an offensive use of land. At the very least, the Isle of Man would like the levels of radioactive waste discharge into the sea they share with west Cumbria to be reduced.

Among several bats worn by Mr David Widdicombe is one on behalf of justice, under which he has raised issues about the inevitable infringement on civil liberties from the stringent security measures that would be necessary if the nuclear energy industry is allowed to evolve along certain paths, making it a clear target for the terrorist.

The Town and Country Planning Association, with an incredible range of eminent and qualified witnesses on energy resources and planning matters, embraced the complex issues of radiobiology among its submissions. They questioned some accepted views about the risks to health from very tiny doses of radiation and the gaps in knowledge about the long term genetic hazard of radioactive materials.

### No complaints about funds

Questions have already been raised in *The Times* and elsewhere about the suitability of a hearing established under local planning inquiry statutes for a public examination of such awesome issues. A general observation by Mr Kidwell in his final submission emphasized the need for a close scrutiny of this issue. He said Friends of the Earth "are not complaining either about lack of funds or lack of opportunity to present our case. The public responded well to our appeal for funds."

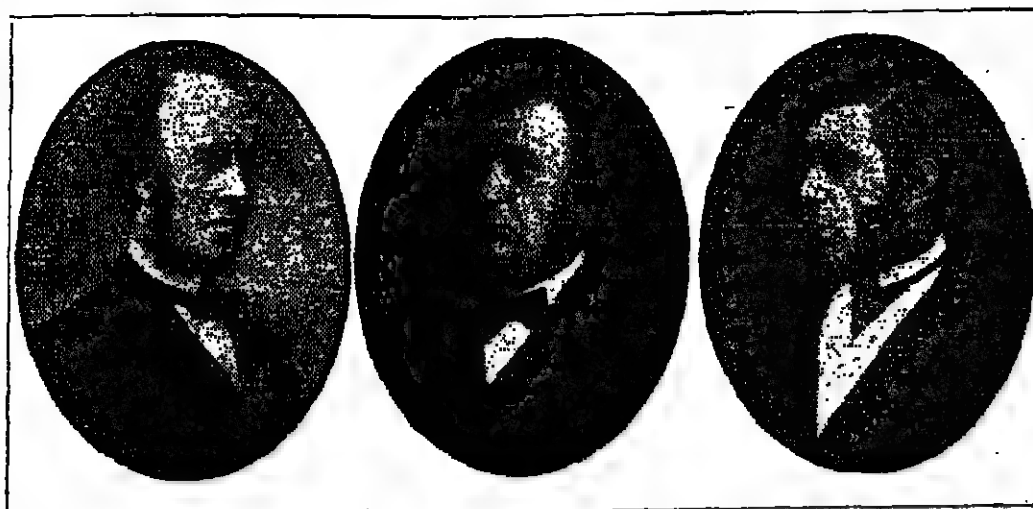
"We had to cut costs. We had to cut corners, and we did everything on the cheap, and we were assisted by our witnesses appearing without charge, but this time we have succeeded in raising the costs. Whether we could ever do it again would depend on the renewed goodwill of the public. If we win we may, one hopes, never be called on to do it again. Sanity may prevail on the final policy, but in any further inquiry of this sort the danger that the opposition and the objection will not be fairly put must be faced on the basis of our experience where we have succeeded but narrowly succeeded in maintaining an almost continued presence at this inquiry."

Mr Kidwell believed that his moderate request for a 10-year deferment might appear, if accepted by the inquiry, as a course of weakness. He said that it would be a courageous decision against those who might say that to spend millions of pounds on a public inquiry that has produced millions of words of evidence and argument needed a more clear decision.

In response Mr Justice Parker said: "We are bound to be castigated anyhow." That judicial "we" included his two assessors, Sir Frederick Warner and Sir Edward Pochin.

Pearce Wright  
Science Editor.

## Is history repeating itself with the departure of Labour Party faithfuls? Gladstone, too, had problems with defectors as the old Liberal Party waned



William Lecky, James Fitzjames Stephen and George Goschen who left the Liberals in 1886... not only had the party changed, it had become too left wing...

Apart from the maverick and interventionist policies, Herbert Spencer, who himself passed from Gladstonian Liberalism to anarchic conservatism in the same period, spoke for them when he complained in his book *Man versus the State*, published in 1884, "Most of those who now pass as Liberals are Tories of a new school. They have lost sight of the truth that in past times Liberalism habitually stood for individual freedom versus state coercion."

The intellectuals who left the Liberal Party in the mid-1880s followed Spencer in adopting a position of extreme individualism and opposition to all forms of state intervention. Working through such organisations as the Liberty and Property De-

fence League, they provided a convenient and appealing philosophy for manufacturers and property owners worried about the rise of syndicalism and socialism among the working class. They created a new ideological conservatism.

Behind this defection from the Liberals in the mid-1880s lay a feeling not just that the party had changed and become more left-wing, but that Liberalism itself had somehow failed. It had rested on the belief that, once given the vote and trusted with freedom, the mass of the population would adhere to the great Liberal values of self-help, individual responsibility and altruism. In the event, the liberated masses seemed rather to depend utterly on the state,

to demand from it support and assistance, and to pursue their own self-interest. The hope and trust involved in the great Liberal experiment appeared to have been misplaced. A mood of intense disillusionment and pessimism gripped Britain in the 1880s in which the faith in progress which had sustained Victorian Liberalism was abandoned and turned into cynical despair.

The outcome of the defections from the Liberal Party to both right and left at the turn of the last century was, of course, a major realignment in British politics. Against a background of economic decline and social upheaval, there was a polarisation of parties with class emerging as the main determinant of political behaviour. The appeal of political parties became both more ideological and more based on self-interest. The Conservative Party came to stand for laissez-faire and to represent "liberty with property". The Labour Party grew up as the party of the working classes and the proponents of socialism. Liberalism, as C. E. G. Mowbray, a prominent Liberal, said in 1911, "was crushed between the upper and nether millstones of privilege and revolt."

Is it not possible that we are witnessing the beginnings of a similar process of political realignment and polarisation today? The parallels with the situation in the 1880s are certainly striking. Mr Prentice says he has left the Labour Party because of its continuing drift to the left, its capitulation to extremists and sectional interests, and its ill-conceived plans to destroy the unity of

the United Kingdom. These are exactly the same reasons given by those who broke with the Liberal Party over Home Rule in 1886.

At the same time, there are signs of a growing movement among the left of the Labour Party to break with the social democratic tradition and create a properly socialist party. The increasing protest by left-wingers against the Labour leadership's acceptance of the mixed economy is strongly reminiscent of the mounting frustration among progressive and radical Liberals in the 1890s and 1900s at their leaders' continuing adherence to Gladstonian principles of laissez-faire.

Britain in 1977 is in the same mood of pessimism and disillusion that it was at the end of last century. There is a general feeling now that social democracy has failed much as Liberalism has failed, and for many of the same reasons. It is criticised from the left for failing fundamentally to alter the distribution of wealth and power in our society and for allowing inequalities and privileges. It is criticised from the right for eroding personal liberty and increasing the power and scope of the state. The Labour Party may yet go the way of the unsuccessful nineteenth-century Liberal Party and find itself a small and insignificant monument to social democracy squeezed between the mighty forces of Marxism on the left and extreme laissez-faire on the right.

Ian Bradley

### Bernard Levin

## A giant of science and a hack called Boris

On Wednesday, I brought up to date the story of Professor Benjamin Levich, a Soviet scientist regarded by experts as the creator of Physico-Chemical Hydrodynamics. But there is one further strand that has to be woven into the story, because although it does not in itself advance our understanding of Professor Levich, his work or his plight, it is so extraordinarily and horribly revealing of the minds of his persecutors that if nothing else were to be learnt from what has happened to him, he would not have suffered altogether in vain.

After the Oxford scientific conference held in the summer to mark Professor Levich's 60th birthday and to honour his work, an article about him appeared in the Soviet *Literary Gazette*, a paper of which it is perhaps said that no more completely degraded periodical exists in the world, and of whose editor and writers it may be added that they have established standards of journalistic decency that the Soviet Union has never equalled and are unlikely ever to be surpassed.

The *Literary Gazette* was given the task of trying to discredit the Oxford conference and to blacken the name and reputation of Professor Levich. The hack assigned to the task is called Boris Tanolín. Merely, he said that the conference was designed as a "political provocation" and "an organized anti-Soviet action of world-wide dimensions". Just as naturally, he was therefore obliged to omit all mention of any of the sub-

jects discussed at the conference, lest his readers should discover that nothing whatever was said there that was not strictly confined to scientific matters. This difficulty Mr Tanolín resolves by turning quickly from the subject of the conference to that of Professor Levich himself. And here we can see before us one of the most fundamental distinctions between totalitarian societies and free ones. Tanolín's job is to defame the professor. Obviously, he runs no risk of an action for libel. But he has a much more important, though sinister, protection for his backguard. He does not need to confine himself to distorting the truth, to dealing in innuendoes and exaggeration, to spreading smears and hints. He can, and does, simply lie about the career, conduct and fate of Professor Levich, because he knows that nowhere in the *Literary Gazette* itself, or in any other Soviet paper or journal, whether large or small, specialist or general, will any letter or statement, or article or report of any kind be permitted to appear in contradiction or correction of his falsehoods. No exposure of his methods will be published or broadcast in any form, no Press Council will examine a complaint against him, no court will hear any action brought against him.

Here we see the essence of totalitarianism at work: indeed, the circumstances almost provide a definition of it. For its most characteristic mark is stamped upon it by the fact that in such societies the weight of the state (which means, in

totalitarianism, the weight of every aspect of life is thrown against the victims. There are abuses in free countries; and the authorities frequently try to conceal them. But the state machinery in free countries can be moved on behalf of the victims of injustice and oppression, and built into the innermost workings of it is the principle of ultimate answerability. In a free country, men may publish and broadcast matter hostile to those who have charge of the country's destinies; and they in turn cannot ignore it forever. In the Soviet Union and the other tyrannies of the world, the tyrants are safe from both the embarrassment of public criticism and the necessity of answering it.

Thus armed and protected, Mr Tanolín can quote a similarly obedient Soviet scientist as saying that, after Professor Levich was refused permission to emigrate in 1972, "he could have pursued his scientific work in the... Institute of Electrochemistry... he could publish his scientific papers...". These statements are plain lies, for there is no way that any Soviet reader of the *Literary Gazette* who does not already know that, or who cannot guess it, can ever find out.

Both Professor Levich himself and Professor Brian Spalding of Imperial College, who was the chief organizer of the Oxford conference, have sent replies to the *Literary Gazette*, but these will not, of course, be published or even acknowledged. Similarly, provoked by the fact that his readers will never learn the truth, Tanolín can say

that "Levich's activities in the field of science really ceased five years ago". Five years ago being the time when he applied to emigrate, and was thereafter prevented from undertaking his scientific activities. And the lies go further:

... his actual scientific creativity stopped even before that. His last independent work came out eight years ago. Actually he was placing his name on scientific publications only as a co-author.

Nor does Boris Tanolín hesitate to concoct lies about Professor Levich's more remote past to further the campaign to blacken his present reputation: while still at the beginning of his scientific work, his work with another world-famous scientist, L. D. Landau, while still quite a few of his former teacher's creative ideas and later referring to him with very little respect.

And Tanolín does not stop there; he goes on to accuse Professor Levich of "treason", and to say that

... his energy finds its outlet in his correspondence with circles hostile to our country as well as with anti-Soviet press correspondents.

the Tanolín article is a

Hyperion to a satyr.

Among other standard concoctions of this kind, Tanolín says I am allegedly the author of "statements besmirching my fatherland published in the West". It is in fact the other way round: I am holding the accepted doctrine can be, if it is wished, proclaimed to be a calumny against this country. The consequences of this are obvious. The genuine reason for the fury seems to be the high honour conferred on me by the holding of an International Scientific Conference at Oxford on the occasion of my 60th birthday. This conference is proclaimed to be "a badly-studied venture" and a "political provocation".

Among other inventions there is one that I especially stopped writing about: the creative ideas and later mentioned him "with little respect". In reality, my life as a scientist and a personality... I am proud to be his pupil and while he lived he was one of the most personal friendships.

Then Professor Levich moved to the indictment of everything Tanolín and his masters stand for, and describes the consequences for those who fall under their displeasure for preferring truth to their falsehoods:

... for nearly 50 years, since I put moral principles and conscience before my own interests, I have been deprived of the opportunity to pursue a creative and normal life... I have been ostracized by colleagues... my scientific articles and a new book of mine have not been issued in any Soviet editions, my name has been deliberately deleted from... scientific publications... to my reputation... believe it is somewhat late to

attempt to tell it, I am convinced that no libellous inventions, no insinuations whatever, could ever stain my good name.

No; but it will not be for want of trying. Soon after the article in the *Literary Gazette* appeared, Professor Levich was telephoned from the gutter. He was told "if you know it is the West, leave it to the West. The West will be followed immediately by a series of others denouncing and disgracing you in every moral aspect." A few hours later there was a second call, in which Professor Levich was told "depending on your reasonable behaviour, such action is so far postponed."

No doubt the two columns I have devoted to the fate of Professor Levich this week come under the heading of "noise in the West". But the professor has long been regarded as the West's best friend from the Soviet authorities, knowing that even if they ignore him in a concentration camp he will be more "free" behind the barbed wire than his persecutors behind their own foreheads. The honorary degree he received yesterday from Imperial College, therefore, marks a particularly fitting occasion to reflect on the remarkable truth that Soviet society has produced, and continues to produce, men as upright as Professor Benjamin Levich. Tanolín and his masters, of course, produce such extremes in their people. What makes Soviet Communism unique is that all its Tanolíns are the honoured treasures of the state, and all the Levichs live in suffering victims.

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### The Why When, Where and How of Hine Cognac

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### Another happy ending—after 23 centuries

A famous lost play of antiquity has been rediscovered, inevitably among the Oxyrhynchus papyri, almost as inevitably by Professor Eric Turner, the great papyrologist. It is the *Misumenus* (The Heaven One of Menander, one of the most popular and dramatic plays of the New Comedy).

Until now, we had only tantalizing remains preserved on fragments of papyrus and in quotations of grammatical interest or sentimental value by other authors. Earlier this month, Professor Turner struck gold by discovering almost indecipherable fragments that have yielded the first 100 lines of the play, and explained what it is all about.

As a consequence, other pieces of the jig-saw have been identified and fallen into place, and the *Misumenus* can be reconstructed by delicate scholarship from the oblivion of the Dark Age. Professor Turner says: "I have never seen such a filthy piece of papyrus. I think it had been put aside because it was so nasty."

The scene opens on a night of thunder and lightning. Enter a soldier who is locked out of his own house. He has captured a girl in the wars on Cyprus, and installed her as his mistress. She will have nothing to do with him because she believes, erroneously, that he killed her brother.

Like Pasha Selim in *Die Entführung aus dem Serail*, he is too much of a gentleman to force his attentions on his

prisoner. Professor Turner will disclose the rest of the smash hit that had them rolling in the wedges in Athens 23 centuries ago at a special meeting at the Institute of Classical Studies next week. It is giving away no secrets to say that it has a happy ending. It also crowns a distinguished career with a wreath of undying laurel.



Neologism of the week is *Globologists*, who are being advertised for by the *Journalists at the Hotel Intercontinental, Globetrotters? Gluttons for artichokes? Not so; they fit electric light globes and fluorescent light tubes.*

### No one's victory at the LSE

This is the story of Bernard Levin and the swan man. Unlike many other tales circulating about Mr Levin, and certainly unlike the tales he tells himself—it is not apocryphal.

In 1948, he was a student at the London School of Economics. The newly formed Labour Society was trying to ensure that only its own approved candidates got elected to the student union council.

Mr Levin disliked the caucus system and decided to expose it. He created a non-person called Harvey Thompson, and, though not himself a Labour Society member, nominated Harvey as a Labour Society man for election to the council.

Union rules said that nominators had to place on the notice board details and a photograph of their candidate and, before the election, the candidate had to attend a meeting of the union.

Mr Levin said Harvey played for the LSE table tennis club, which explained the blurred action photograph. As for the meeting, Mr Levin said Harvey had flu and could not attend. Harvey was duly elected. At the next council meeting, Mr Levin wheeled him on to the platform. By now Harvey had become a man of straw, every bit as good as the one who went to Oz.

Mr Levin had made his point and there were no ill-feelings. This is one of the stories that John Watkins, professor of philosophy at the LSE and himself a former student there, tells in his book *My LSE* (Robson Books, £5.25n).

### Puffed up with pride over pastry

No cordon bleu, I ventured with trepidation into the world of haute cuisine yesterday. I emerged, if not exactly a *Charrier*, but at least confident that I could tackle puff pastry with reasonable success. The secret, I must tell you, lies not so much in the ingredients but in the way you prevent the dough from shrinking too easily.

For this information, I am indebted to the *Ecole de Cuisine La Varenne* in Paris and to the lady who directs it. Not only does she do that, but she also founded the school. And, as it offers a complete programme in classic French cooking, you would rightly suppose that she is French.

She is nothing of the sort. Anne Willan is a Yorkshire lass, with an MA in economics from Cambridge University.

### Delicious pick-up in park

It is common knowledge that journalists subsist on free lunches, but there was something different about the gratuitous feast enjoyed by a colleague this week. He picked it up, literally, in Hyde Park.

It took the form of 2½lb of edible fungi, including one mushroom, a pretty selection of lawyers' wigs which had survived the trampling of the common herd and proved delicious stewed in milk, and several fine specimens of blewits, a fungus so sought after that they used to pay real money for it in Nottingham markets.

### Dogger prank

The days of the hoaxers are not quite over. A friend in Major's has sent me a cutting from the English language newspaper, an interview with the ruler of a "Wikingland". "Prince" Reinhold I and his Minister of Foreign Affairs, Baron Bruno, are pictured in a picture showing the new country's emblem, a lion rampant on a shield, chequered beneath and a cockleshell.

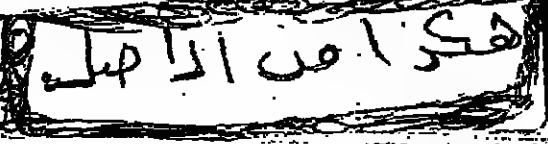
As we read on, we learn that the new land is the Dogger Bank, which is a big let-down. The author of the piece tries to indicate no gullible, readable in the last part that the whole thing is sheer condescension.

"Dogger is, of course, well known for its weather forecast news and there is much shifting sand in the area."

### Day of the knickerbockers' glory

ing how eminently practical the garb was for cycling. "We had to take a skirt with us or else we would have been in a museum if you went into churches and were not allowed to go in," knickerbockers.

From America, the club has sent this news of the top cyclists there: "The President, claiming to be a cyclist, but under present conditions and being restricted in his movements, he used a 10-speed model and had an accident requiring dental treatment—the machine he claims, being due to malfunction in riding and having severe grinding. Based on the evidence, the committee is recommending that he be suspended for a period of time, as he is a danger to himself and others."





defector  
ed



New Printing House Square, London, WC1X 8EZ. Telephone: 01-837 1234

## A DISTANT GOAL

Mr Roy Jenkins's decision, as President of the European Commission, to launch a personal initiative in favour of European monetary union is unlikely to be greeted with complete enthusiasm either within the Commission itself or by all member governments of the Community. The memory is still too raw of repeated attempts and failures since the 1960s to bring the currencies of the EEC into a fixed, or at least closer and more stable, relationship to each other. Indeed, given the evident lack of enthusiasm in so many quarters and the lack of preparation for such an initiative, it is somewhat surprising that Mr Jenkins should have attached himself so firmly and personally to the idea.

Mindful of past failures, Mr Jenkins is circumspect in the way in which he is now restating the objective. He is not putting forward specific proposals, but is calling for a debate. His view of the way forward has no hard and fast timetable. He is not suggesting specific immediate measures, like the central coordination of the fiscal and monetary policies of member governments, or the re-linking of their respective currencies. Proponents of earlier experiments within the EEC tended to the view that the linking of currencies would thereafter force member governments into coordinated and joint policies in order to sustain the decision once made. One school further thought that, since common credit and exchange rate policies would force massive regional, industrial and social policies and programmes on the Community, the first step towards a monetary

union would also force a correspondingly huge increase of budgetary and political power at the centre of the Community.

Such expectations, however, were never realistic, either in practical or in political terms. For they put the cart before the horse. Common currencies and monetary policies for the member countries of the EEC are only possible over any period longer than a few months if there has been a marked growing together of the underlying economies themselves. Any attempt to force the pace towards monetary union, as was done in the years after the 1969 EEC summit meeting at The Hague, simply wastes precious political capital and Community good will upon a venture which is bound to fail.

Mr Jenkins may argue that his latest formulation of the ideal has fully taken account of this aspect. His view is that the nations of the Community should begin to harmonize the development of their economies within an agreed longer-term strategy of moving towards monetary union itself. To that extent he is being substantially more realistic than some of those who have gone before.

But it is still questionable whether the Community would be right to place such an initiative at the top of its agenda in the coming years. The very idea of a common currency for the whole of Europe does indeed imply a massive central budget to finance the regional and industrial policy that would be needed to support the weak areas, unable to stand the strain within a single monetary union.

Whatever may happen to the Common Agricultural Policy in the coming years, there seems little likelihood that the member governments of the Community would be willing to contemplate the creation of a similar fund of substantially larger proportions for such a centralized purpose.

Further, the idea of moving steadily but strongly in the direction of monetary union runs clear counter to present hopes of enlarging the Community by including other Mediterranean countries. The problems of integrating economies at such different stages of industrial development will be hard enough. To add the requirement that the various negotiations should be conducted within the context of a Community which was also moving deliberately towards a common currency would make them virtually impossible.

Mr Jenkins is likely to find little support for his initiative from political parties in this country. The Prime Minister in his recent letter to the Labour Party on Europe made it clear that the Government's concept of European development is very different. Even those, however, with a more dynamic view of the future of Europe are likely to conclude that enlargement is a more fruitful avenue of progress in the immediate future than the resurrection of the goal of monetary union. There is no conflict between the British monetary policies needed for monetary union and those needed for stabilization. What is not clear is that monetary union, as an aspiration, will make it easier to pursue them.

## Victims of reverse discrimination

From Miss S. R. Dedhur

Sir, The problem of reverse discrimination (your leader October 26) centres on the question of rights and obligations. The justification for reverse discriminatory policies lies on an acceptance of the view that, in the past, unfair discrimination has been practised against certain groups, that they now have a right to expect amendments to be made, and that an obligation exists to ensure that they may achieve equality of status and opportunities within the community. We now encounter the question: to whom does this obligation rest? Presumably, since the community has previously been unfair to these groups, it is the community, or State, who must now make amends.

From the words "groups", "community" and "State", we can see that the problem is couched in terms of the greatest generality, and it is for this reason that a position favouring reverse discrimination is logically untenable. In practice, where a white man is passed over in favour of a black woman of lower theoretical eligibility for a job or university place, it is not the State, but the rejected applicant who is "making amends" to an individual who might or might not have suffered from lesser opportunities than he in the past. The obligation, however, rests not on the applicants but on the State.

Furthermore, it is to the group from which the favoured applicant comes and not to the applicant himself that the obligation is owed. The fundamental paradox of reverse discrimination is that while its justification rests on a certain view of group rights and mass obligations, its practice can depend only on individual cases and thus bypasses group rights and obligations. It is indeed doubtful whether or not such concepts actually have any real and practical meaning at all. By all means, let the State make amends, but let it do so through such mass actions as education programmes and not by forcing individuals to bear the burden of communal responsibility.

Yours faithfully,

S. R. DEDHUR,  
34 Inglesmere Road,  
Riverside, SE23.  
October 26.

## South African repression

From Mr Geoffrey Pattie, MP for Chertsey and Walton (Conservative)

Sir, Mr Geoffrey Chandler (letters, October 25) was fortunate in that he was at least able to meet Dr Beyers Naude and Mr Percy Quthuba, who on my recent visit found that both men had been restricted by Government action before my appointments with them had taken place.

The October 19 clamp down produced a widespread sense of shock and bewilderment which I think will be needed to overcome the country's severe housing problems. We may, with hindsight, regret some of the particular avenues which were followed, such as the craze for high rise development and industrialised building systems, but our concern was generally focused on ensuring an adequate supply of housing to meet the needs of the population.

Now it would appear that The Times has found a new criterion for assessing housing policies. Their effectiveness in reducing the numbers of homeless people, in stimulating new house building and in accelerating the pitifully inadequate rate of improvement in much of our older housing stock will evidently be judged on the basis of their judgment, according to the editorial "Towards Agreed Housing Policies", October 24. Instead, apparently, our chief concern must be whether or not the policy carries bi-partisan support and forms the basis of a national consensus.

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## Canon law on ordination of women

From the Bishop of London

Sir, Canon C8(5) of the Canons of the Church of England forbids any minister not ordained in the Province of Canterbury, York, Ireland, Wales or Scotland to exercise a ministry in the Province of Canterbury and York without the permission of the Archbishop of the Province in question.

This Canon is based upon the Overseas and Other Clergy (Ministry and Ordination) Measure, passed by the Church Assembly as recently as 1967 to replace the Colonial Clergy Act of 1934. It therefore represents the considered judgment of the governing body of the Church of England.

If therefore one or other of the Archbishops declines under this Canon and Measure to give permission to anyone, male or female, ordained abroad, to officiate in England, such a person is committing an ecclesiastical offence if he or she so facilitates, as is also anyone who officiates as a ministry.

In view of the clear presumption of the Ordinal that the priesthood is male, the law would have to be changed before a woman could under any circumstances exercise priestly functions in this country. In answer to a question asked in the General Synod on November 8, 1976, the Secretary General, on behalf of the Archbishop of Canterbury, reported that the House of Bishops had been advised that as the law stands a woman ordained abroad cannot lawfully be invited to officiate as a bishop or a priest in the Church of England, and that the Archbishop did not think it would be right to take any steps with regard to this matter ahead of further discussion of the main issues.

Professor Lampe is incorrect in stating in his letter of October 26 that this is a decision of policy taken by the bishops. Rather it is a matter of obedience to the Law of England and Canon Law of the

## Gas in a hijacked airliner

From Professor D. R. Lawrence

Sir, Your correspondent (October 22) who writes "Surely there must be a gas which sends people rapidly to sleep but which otherwise has no deleterious effect?" is putting forward an attractive proposition that has been made following previous major hijacks. The suggestion deserves an answer. It has also provided me with a useful examination question for medical students in pharmacology, which I shall complete by adding, "Discuss the technical requirements of such a gas, its delivery and its elimination."

I shall expect students' answers to range widely, for example the operating system must be accessible to the pilot, the aircraft is on the ground, but impossible to operate when airborne; the odourless gas must be released rapidly, silently and evenly throughout the aircraft (or else it must pass, say, gas mask that the well-prepared hijacker would don at the slightest warning, whilst holding his breath.

To act speedily the gas will enter the body via the lungs, pass into the blood which will carry it to the brain into which it will pass by diffusion; this takes time and its effect will have to be such that one or two breaths will be sufficient to produce total incapacity. Even so, a lot of damage can be done in a few seconds by determined people; instantaneous effect is not biologically possible.

The delivery of gas to all occupants, babies, children, the pregnant, the old, small, frail passengers who have heart troubles and large muscular hijackers who have not, even will be at the same concentration and will require an inconceivable homogeneity of biological response to be both as efficacious and safe as must be required.

The gas envisaged would not "send people rapidly to sleep," it would render people rapidly unconscious, which is not at all the same thing. Unconsciousness is a dangerous state, especially for those who have recently taken food or drink, especially alcohol, for the subject may die of respiratory failure or suffocation due to vomiting (which is why patients are sent to surgery with empty stomachs).

As all trained in first aid know, a first priority with unconscious patients is to put them in a prone position so that any vomit, if it occurs, will not cause suffocation. In a large plane with people sleeping upright there would be loss of life from suffocation due to the head and body drooping about.

When I consider the technological skills required of my specialist colleagues in anaesthesia, caring for one unconscious patient at a time, I tremble for the likely loss of life if a plane-load were simultaneously anaesthetized. Utopia might possibly develop such a gas, but Utopia is not a country and, as such, has no need of it and its duties to administer an could be better employed on more Utopian projects.

Yours sincerely,  
D. R. LAWRENCE,  
Professor of Pharmacology and Anaesthetics,  
University College Hospital Medical School,  
University Street, WC1.

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Yours sincerely,  
D. R. LAWRENCE,  
Professor of Pharmacology and Anaesthetics,  
University College Hospital Medical School,  
University Street, WC1.

## A Colonial lighthouse

From Her Majesty's Commissioner, Anguilla

Sir, Your article on the Colonial Lighthouse Service (October 8) contains comments about the Sombrero Lighthouse, which it is part of my duties to administer on behalf of the Department of Trade. Conditions of life and work on Sombrero are undoubtedly testing. The keepers' spell of six weeks continuous duty on the barren, waterless and windward rock is lonely, monotonous and on occasion dangerous, and the pay and allowances do not attract many applicants.

The light is one of the few remaining in the world which is still operated by persons under pressure, and the keepers' tented it all night in a small chamber 160 feet up in the open metal-girded tower. Painting and maintenance work up on the tower is disagreeable and hazardous, and the keepers cannot be criticised for being reluctant to take on this extra duty even for more pay.

Sombrero is a major navigational mark for all ships, including super-tankers, passing between the Atlantic and the Caribbean Sea through the Anegada passage, and the record of reliability of the light is good. The maintenance of this light station is a matter for local pride among the people of Anguilla, whose life is bound closely to the sea, and they would be glad to know that their important contribution to the safety of shipping and sailors is recognized and appreciated still.

Yours, etc.  
D. F. B. LE BRETON,  
Her Majesty's Commissioner in Anguilla and Supervisor, Sombrero Lighthouse),  
The Secretariat,  
Tortola, Anguilla,  
West Indies.

## First class at cut rates

From Mr P. G. B. Letts

Sir, I was so pleased to see from Mr Keen's letter of October 26 that British Rail finds that halving the cost of tickets is succeeding magnificently in stimulating travel by senior citizens. Might I suggest that the scheme be extended to the rest of the public—and perhaps British Rail's problems would be solved.

Yours faithfully,  
P. G. B. LETTS,  
20-24 Orchard Street,  
Bristol.

## Opera prestissimo

From Mr Alastair K. Ross

Sir, The "Musicians' Union" is just tinkering with the problem. As every reader of P. O. Woodhouse knows, Puffy Benger's niece Myrtle could play Chopin's Funeral March in forty-eight seconds. That record has stood for more than fifty years. Come, musicians of England, let us see your true mettle!

Yours prestissimo,  
ALASTAIR ROSS,  
48 Mount Pleasant Road,  
Ealing, W5.

## A SETBACK IN HEALTH EDUCATION

Of all the undesirable side-effects stemming from routine whooping-cough vaccination, not the least serious is now seen to be the public apprehension that has ensued regarding vaccination in general. Since the safety of whooping cough vaccine has been a matter of loud debate, many parents have been frightened into rejecting immunization against quite different diseases, as well as whooping cough. This summer there were fears of an epidemic of polio in a population of children worse protected against it than any for many years. The same danger will exist next summer too.

The fear of just such a public reaction was lively in the Department of Health when the decisions were taken which the Ombudsman criticized yesterday. Unfortunately, the danger of arousing public alarm with warnings was seen as greater than that of seeming complacent about rare but tragic adverse medical reactions to the vaccine. As living standards have improved and reduced the incidence of the disease, the case for vaccination as a matter of course has become less strong. In some social circumstances and with proper regard to the warning signs that make it inadvisable for certain children, vaccination is still a worthwhile and acceptable safe precaution. The Department's advice to doctors, even

when referring to the risks, has taken too little account of the changing balance of advantage.

The risk of convulsions and permanent brain damage has been known for many years, though it is so remote that the exact danger is still in dispute (it is almost impossible to say for certain that a particular child's sufferings are caused by the vaccine). The Ombudsman's criticism is not that the Department ignored the risk in its communications with doctors—clearly it did not—but that it failed until recently to make the position sufficiently clear to the patient (or generally, in this context, to the parents of the patient). It is claimed that more should have been done to publicize the risks and the signs that should lead them to consult a doctor.

Administration is the Ombudsman's sphere: he has no competence to question the clinical judgment of doctors, as he often affirms. But at the point where he criticizes the Department, the line between administration and clinical responsibility is not entirely clear. The Department has a responsibility to make general policies about medical practice, which it is the jealously-guarded privilege of doctors to disregard, according to their assessment of each patient's particular needs. Medicine today is so large and

rapidly-changing that no practitioner could keep sight of the needs of good practice without some central collation of evidence and guidance. Doctors today expect it, and harm is done if their trust is forfeited (some, for instance, saw that the Department's advocacy of routine whooping cough vaccination was too indiscriminate and reacted, like patients, by becoming indiscriminately hostile to the procedure).

But the Department has also sought to influence the public over the doctor's head. It issued encouragements to seek immunization, but until recently avoided warnings. They might raise a panic, and they might be resented as trespassing upon the relationship between doctor and patient. It is this imbalance that the Ombudsman censures. The Department has partly been caught out by a change in public attitudes. More and more the desirability is recognized of making patients well informed about what is being done to them; at the same time the demand for information has increased.

It is a welcome trend, though not all patients are capable of making fully informed choices about their treatment. Public bodies certainly have a role to play in the process of education, but the main responsibility when a particular treatment for a particular patient is in question must be the doctor himself.

## South African repression

From Mr Geoffrey Pattie, MP for Chertsey and Walton (Conservative)

Sir, Mr Geoffrey Chandler (letters, October 25) was fortunate in that he was at least able to meet Dr Beyers Naude and Mr Percy Quthuba, who on my recent visit found that both men had been restricted by Government action before my appointments with them had taken place.

The October 19 clamp down produced a widespread sense of shock and bewilderment which I think will be needed to overcome the country's severe housing problems. We may, with hindsight, regret some of the particular avenues which were followed, such as the craze for high rise development and industrialised building systems, but our concern was generally focused on ensuring an adequate supply of housing to meet the needs of the population.

Now it would appear that The Times has found a new criterion for assessing housing policies. Their effectiveness in reducing the numbers of homeless people, in stimulating new house building and in accelerating the pitifully inadequate rate of improvement in much of our older housing stock will evidently be judged on the basis of their judgment, according to the editorial "Towards Agreed Housing Policies", October 24. Instead, apparently, our chief concern must be whether or not the policy carries bi-partisan support and forms the basis of a national consensus.

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## THE BATTLE OF TURNER'S BEQUEST

The Tate has made a spirited counter-attack in the battle being fought over the body of the Turner Bequest. The troops of Somerset House, armed as they are with the ordinance of Lady Birk, parliamentary under-secretary of state in the Department of the Environment, still have hard pouncing ahead of them if they are to possess the field.

The conjunction of the Turner bicentenary exhibition in Burlington House in the winter of 1974-75, which displays the most impressive way the splendour of his art, and the merger from long years of private bureaucratic occupation of the old Royal Academy rooms in Somerset House generated a demand that Turner and Somerset House be permanently joined. The match seemed so obviously right: England's greatest painter would be seen in London's most elegant and historic gallery; the experience of hundreds of thousands had been enjoying at the centenary exhibition would be placed on top; Turner's testamentary wishes would at last be respected or would they?—that argument, which is peripheral, is also inconclusive; the thousands of artists in the attic of the British Museum and vaults of the Tate would be neglected no more; honour would at last be done to a native genius, and a public use be found worthy of William Chambers's Fine Rooms.

A large part of that case, not least, it dissolves under the salacious scrutiny of the Tate, which has custody of almost all the oils in the bequest, the British Museum having charge of

the watercolours. The trustees of the Tate point out that exhibition space at Somerset House would actually be less than the space already given to Turner at the Tate, and far less than the Tate will be able to give when it can, shortly, use the rooms of the evacuated Military Hospital next door. There would be no question therefore of Somerset House doing more adequately for Turner what the Tate already does. Unless the move were to cause less of Turner to be seen than can be seen now, the Tate would have to continue to give a good deal of space to him. In that case, as the trustees point out, the effect of the change would not be to concentrate the Turner bequest but to disperse it further.

The trustees also make much of the larger fire risk at Somerset House. Some think they exaggerate the importance of that objection. Sir Hugh Casson in his report to the Department saw a need to temper scholarship with common sense and opined that "both buildings and artifacts [which are there to be enjoyed (not worshipped)] must be allowed to live a little dangerously". Whatever judgment is made of the fire risk and therefore of the suitability of Somerset House as a permanent repository of Turner's work, it could hardly be thought prudent to move the 20,000 watercolours there from the British Museum. Without them Somerset House could not become the Turner centre, the principal place for the care, conservation, study and appreciation of his work.

What it could become is the home of a changing exhibition of some of Turner's oils and watercolours, with memorabilia and other aids to veneration permanently on display. That would escape the most serious of the Tate's objections, and the idea has its attractions.

Yet the new gallery could not have the cream of the collection. Both the National Gallery and the Tate, which is the national gallery for the English school of painting, must be able to show, as they do, representative groups of the highest quality. Nor must the claims of galleries elsewhere in the kingdom be overlooked. As for watercolours, their tendency to deteriorate under prolonged exposure to light, places a permanent limitation on the frequency with which they can be displayed.

A revolving exhibition at Somerset House would have plenty of material to draw on to make an interesting display. But visitors could not expect to have their breath taken away as happened at Burlington House (where many of the loveliest exhibits were from private or foreign public collections anyway), and some would with good reason prefer to see Turner hung among his peers and in his historical context at the National Gallery and the Tate. A Turner annex of that kind would indeed put to worthy use the exhibition rooms at Somerset House, an important object in itself, but is it the best idea either for those rooms or for the display of Turner's art?

## Leaping into physics

From the Editor of Nature

Sir, The hack who takes Philip Howard's advice (October 24) and uses logarithmic to describe a sud-

den steep increase will soon be called in by his editor and told that pseudonym sells no newspapers. Pity the poor logarithm; it creeps up slower than anything else around—excepting, that is, the

logarithm of the logarithm. Yours sincerely,  
DAVID DAVIES,  
Editor,  
Nature,  
4 Little Essex Street, WC2.

Yours faithfully,  
IAN ORR-EWING,  
House of Lords,  
October 25.

## Tobacco substitutes

From the Chairman of Gallaher Limited

Sir, I think the Minister, Mr Roland Moyle, is being accused unfairly. He could not be expected to support the introduction of cigarettes which, although containing 25 per cent tobacco substitute, were in the low to middle tar brand and advertised implying that they offered an alternative to low tar smoking. Indeed, I believe the main reason







for serious  
judgment



# COURT CIRCULAR

**BUCKINGHAM PALACE**  
October 27: His Excellency Mr. Joseph James Adam was received in audience this morning by Queen Elizabeth The Queen Mother and the Duke of Gloucester, Counsellors of State, acting on behalf of the Queen, and presented his Letters of Commission as High Commissioner for the Republic of Seychelles in London.

His Excellency was accompanied by the following member of the High Commission: Mr. Marshall Deloy (First Secretary).

Adam had the honour of being received by Queen Elizabeth The Queen Mother and the Duke of Gloucester.

Sir Anthony Stark (Deputy Under-Secretary of State for Foreign Affairs), who had the honour of being received by Her Majesty and His Royal Highnesses, was present and the Gentlemen of the Household in Waiting were in attendance.

His Excellency Mr. Abdul Fazel Muhammad Fatah and Begum Fatah were received in farwell audience by Queen Elizabeth The Queen Mother and the Duke of Gloucester, Counsellors of State, acting on behalf of the Queen, and relinquishing his appointment as High Commissioner for the People's Republic of Bangladesh in London.

**Birthdays today**  
Air Chief Marshal Sir Harry Broadhurst, 72; Sir Frederick Delve, 75; Sir Robert Gifford, 62; Mr. Michael Wood, 44; Sir Harold Parker, 78; Mr. William Rodgers, MP, 49; Lord St. John, 85; Sir Foliot Sanford, 71.

**Today's engagements**  
Royal Society meeting, scientific subjects, 12.15, at the Royal Society, 1, Carlton House Terrace, 9.30 pm.

Quit rent ceremony: City of London pays Queen's Kind for two properties, Quadrangle Court, Law Courts, Strand, 3.30.

Aquarium show, R.H.S. Old Ball, Victoria Square, tropical marine and cold-water fish, 1.7.

An exhibition of ourselves, Natural History Museum, Cromwell Road, 10.6, 10.6, 10.6.

Historic London public houses walk, Covent Garden, meet Embankment station, 7.30.

**Law Report October 27 1977**  
**Court of Appeal**  
**Prejudice by delay in quantifying claim**

President of India and Union of India v. John Shaw & Sons (Salford) Ltd. Before Lord Denning, Master of the Rolls, and Lord Justice Geoffrey Lane.

[Judgment delivered October 25]. A plaintiff's claim for damages for loss of profits by delay in quantifying a claim for breach of contract was not to be considered on applications for summary judgment. It was to be considered on applications for summary judgment. It was to be considered on applications for summary judgment.

The Court of Appeal dismissed the appeal by plaintiffs, the President and Union of India, against the order of the High Court in favour of the defendant, John Shaw & Sons (Salford) Ltd. of Salford, Lancashire, who had been awarded summary judgment for the dismissal of the claim for breach of contract.

The claim was for damages for loss of profits by delay in quantifying a claim for breach of contract. The claim was for damages for loss of profits by delay in quantifying a claim for breach of contract.

By two writs, the plaintiffs claimed damages for loss of profits by delay in quantifying a claim for breach of contract. The claim was for damages for loss of profits by delay in quantifying a claim for breach of contract.

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His Excellency Mr. Vernon Lorraine Benjamin Mendis and Mrs. Mendis were received in farwell audience by Her Majesty and His Royal Highnesses, Counsellors of State, acting on behalf of the Queen, and took leave upon his appointment as High Commissioner for the Republic of Sri Lanka in London.

**GLoucester HOUSE**  
October 27: Queen Elizabeth The Queen Mother was present this evening at the Combined Women's Services Diamond Jubilee Reception in St. James's Palace.

The Lady Elizabeth Basset and Sir Martin Guller were in attendance.

**KENSINGTON PALACE**  
October 27: Princess Alice, Duchess of Gloucester, Air Chief Commander of the Queen's Royal Air Force, was present this evening at the Combined Women's Services Diamond Jubilee Reception in St. James's Palace.

Miss Jean Maxwell-Scott was in attendance.

**YORK HOUSE**  
October 27: The Duchess of Kent this evening attended a Concert given by the Friends of the Yehudi Menuhin School at Lamport, Northamptonshire, in aid of the Yehudi Menuhin School for the Blind.

The Duchess of Kent was accompanied by the following members of the House of Commons: Mr. Kenneth Robinson, Mr. Kenneth Robinson, Mr. Kenneth Robinson.

**Latest appointments**  
Vice-Admiral A. S. Morton, Vice-Chief of the Defence Staff, to be Vice-Chief of the Defence Staff in succession to Admiral Sir Raymond Lygo in January.

Professor Basil Dumas, professor of music, Manchester University, to be a member of the Arts Council of Great Britain, until December 31, 1980.

**Painting on loan**  
A painting by the Italian artist Guercino, valued at about £100,000, has been lent on a long-term basis to the National Gallery by Mr. Denis Mahon, the art historian, who is a former trustee of the gallery.

The painting, depicting the infant Jesus in the temple, was painted in the 1620s and goes on show today.

**Memorial service**  
A memorial service for Sir Harry Garner was held in the Chapel of the Order of the British Empire, St Paul's Cathedral, yesterday.

The Rev. Sean O'Connell officiated and read the lessons and Professor A. R. Edgar and Mr. Basil Gray gave addresses. Among those present were:

Lady Garner (widow), Mr. and Mrs. Clifford Garner (son and daughter-in-law), Mr. and Mrs. John Garner (son and daughter-in-law), Mr. and Mrs. John Garner (son and daughter-in-law), Mr. and Mrs. John Garner (son and daughter-in-law).

**Marriages**  
Mr. D. F. Ewen and the Dowager Countess of Arundell.

The marriage took place quietly in the Chapel of the Order of the British Empire, St Paul's Cathedral, yesterday.

The bride was Miss Margaret Ewen, daughter of Mr. and Mrs. D. F. Ewen, and the groom was Lord Arundell.

**Hampden House School for Girls**  
The Governors of Hampden House School for Girls announce the appointment of Miss Hilary Beswick to the post of headmistress.

# Tate opposes Turners for Somerset House

The trustees of the Tate Gallery have explained why they consider that they should retain custody of the Turner paintings in the gallery's collection. They say in a report:

"There are cogent reasons why, in the trustees' opinion, a major Turner museum, with a more comprehensive and extensive display than at the Tate Gallery, cannot be created at Somerset House. The first is the lack of facilities. The space available would be slightly less than that already devoted to Turner at the Tate, and not all the space could be fully used."

Several of the rooms would not allow for showing more than a small number of pictures without conflict with the architectural and decorative features of the house. The trustees also consider that a further dispersal of Turner's work, a substantial part of which would have to remain at the Tate.

The second and most formidable reason is a risk of damage to the pictures from fire. The trustees have explained why they consider that they should retain custody of the Turner paintings in the gallery's collection.

**Portrait by Titian discovered**  
By Our Staff Room Correspondent

A large and handsome portrait by Titian, unrecorded since Vasari published his *Lives of the Painters* in the sixteenth century, has been discovered in a private collection in the North of England. The discovery was made by Mr. Simon Dickinson, one of Christie's picture directors, and the painting is to be put up for sale on December 2.

It is a three-quarter length portrait of an eminent Venetian administrator in rich maroon robes, his bearded face sensitively portrayed. In his hand he holds a book, through which his identity has been established. It is inscribed "Al Chamo S. Jacopo del Tiro".

A date of about 1530 has been suggested for the portrait, when Titian was in his early forties. Where the painting has been in the interval is a mystery. It was probably acquired by the present owners in the nineteenth century.

On the back of the painting is an Italian inscription stating that the portrait belonged to Canova. Christie's are setting no price for the portrait, but the fact that it is inscribed "Al Chamo S. Jacopo del Tiro" is a strong indication that the painting must still have been in Italy in the early nineteenth century.

**1886 Broads photographs fetch £10,000**  
By Geraldine Norman  
Sale Room Correspondent

Land and landscape on the Norfolk Broads, an 1886 publication consisting of 40 platinum print photographs by P. H. Emerson, was sold for £10,000 (estimate £7,500 to £10,000) at Christie's South Kensington yesterday. The photographs were sold for £10,000 (estimate £7,500 to £10,000) at Christie's South Kensington yesterday.

Emerson was a pioneer of landscape photography, rejecting the carefully posed scenes of such predecessors as Julia Margaret Cameron in favour of the working-class life of Norfolk.

**Luncheons**  
**HM Government**  
Mr. Edmund Dell, Secretary of State for the Colonies, was host at a luncheon held at the Savoy Hotel yesterday in honour of Licenciado Fernando Solana, Mexican Minister for Trade.

**HM Government**  
Lord Gormanston, Minister of State for Foreign and Commonwealth Affairs, was host at a luncheon held at 1 Carlton Gardens yesterday in honour of Mr. Tothi Land, Chief Minister of Tuvalu.

**British Council**  
Sir John Llewellyn, director-general, British Council, and Lady Llewellyn were hosts at a luncheon given at 10 Spring Gardens yesterday in honour of Mr. John Cameron, general manager, Australia, of the Goldsmiths' Company.

The High Commissioner for Australia and Mrs. Freeth and Lord Donaldson of Kinloch were also present.

**High Sheriff of Humberside**  
The High Sheriff of Humberside and Mrs. Norman Jackson gave a luncheon at Guildhall, Kingston upon Hull, yesterday in honour of Mr. Justice Jupp to the Kingston upon Hull Crown Court.

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**Science report**  
**Astronomy: The visibility of stars**

A difficulty with watching the stars from Earth is knowing how much of the light they emit is absorbed in the infrared range before it reaches the telescope. A way of getting over that is to build telescopes where the air is clear and obscuring clouds are particularly suitable.

One such site is Mauna Kea, a mountain in Hawaii, where Britain is building a large telescope with a 3.8m diameter dish, for observing infrared radiation from the range of ground-based observatories to millimetre and submillimetre wavelengths, lower wavelengths than most other telescopes have been capable of observing. Even at the most suitable sites on Earth, however, atmospheric absorption can still be significant, especially at longer wavelengths.

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# OBITUARY

## DR HUGH TRACEY

**African tribal music and dance**

Dr Hugh Tracey, D.Mus(Hon), the outstanding authority on African native music south of the Sahara, died following a heart attack at his home in Johannesburg, on October 22. He was 74.

Born at Welland, Devon on January 29, 1903, the fifth son of Dr Eugene Tracey and Emily Martin (of whose eleven children several distinguished themselves in fields as far apart as medicine and the Sudan on leaving Monkton Combe School, Bath, joined an elder brother Leonard in tobacco planting and mining in Rhodesia.

In 1934 he linked up with the South African Broadcasting Corporation, being placed in charge of its Durban office. His work involved much travel, and gave him the opportunity to develop an interest in the music of the Bantu and other African races which became the ruling passion of his life. While still in Rhodesia in 1931 he won a Carnegie Corporation fellowship that enabled him to research into tribal music and dancing, and by 1933 his reputation had grown so that the Nuffield Foundation made a substantial grant to his African Music Research organization, which he had been instrumental in founding six years before. Later the Nuffield grant was doubled by the South African mining industries.

These funds enabled Tracey to make his field work, which resulted in the issue of over 100 LP recordings, and also to place on a firm foundation the African Music Society and its associated International Library of African Music—ventures which, subsequently received generous support by a man blessed with a bright spirit, and of immense ability, which resulted in the issue of over 100 LP recordings, and also to place on a firm foundation the African Music Society and its associated International Library of African Music—ventures which, subsequently received generous support by

**LIEUT-COL HENRY HOWARD**

A correspondent writes: Lieutenant-Colonel the Hon. Henry Howard joined the Coldstream Guards in 1932 with few material resources but with high spirits and the Sword of Honour from Sandhurst.

He was outstanding in character and appearance, and remained so until his death last week, but what none of his friends could know 47 years ago was that he was possessed of indomitable courage which would inspire him to support him through much illness and pain and a varied life largely spent in the service of his country.

Few enjoyed the lighter side of London life more, but the soon got himself seconded to the Somaliland Camel Corps, where he formed a lasting friendship with his people which drew him back to Kenya after the 1939-45 War.

His state of health would have kept many people out of uniform, but it did not prevent him from serving in the North Africa or from serving in Syria, where a wound and a further illness, which nearly proved fatal, ended his fighting service. He was posted to the Military Mission to the Italian Army, where he helped to bring the Italian people to their senses, and his perfect command of the mother's language to train an Italian division which went into the line alongside his allies.

A devoted Cumbrian and a loyal member of his historic family he was a man whose style would have been remarked in any age and whose gifts, little tarnished by the material world, were a constant reminder to his friends of his full share, were ready at the service of friends who will not forget him.

**Mrs ROWLAND RASH**

Mrs Rowland R. Rash, a well-known North Suffolk farmer, died on October 21 at the age of 86. He was married to the novelist Doreen Wallace.

One of a family of 14, he was born at Wotham and educated at Eton Grammar School and at Framlingham College. Later, after managing Ivy House Farm, Wotham, on the Redgrave Park estate, he set up on his own account, taking Hall Farm, Wotham.

Over the years his farming activities brought the family now farms something like 3,000 acres at Wotham.

Rowland Rash was a very public-spirited man, sitting on the East Suffolk CC for 47 years, serving the NFU at every stage involving himself in every kind of local organization from the Young Farmers' Club (which he and Mrs Rash founded) to the Redgrave, Eversdale and Rickingham Cricket Club for whom he was an ardent supporter for some 50 years.

But he has perhaps a larger place in local history for he became closely involved in the title war of the 1930s: indeed he was in the front line of opposition against the title Doreen Wallace, and Mr. A. C. Mobbs were the leaders. Mrs Rash, as chairman of the National Tithepayers' Association, enlisted the support of farmers of many counties in a campaign against their obligation—in the depths of the agricultural depression—to pay tithe to the Church.

Among other "actions" in the tithe war at one point Mrs Rash and her husband undertook a six-week "siege" of the Ecclesiastical Commissioners, succeeded in distraining upon their livestock. The outcome of the agitation was the Tithe Act of 1936, whereby in effect the Government bought out the Church and itself undertook the responsibility for the collection and redemption of tithes—and their ultimate extinction.

In 1938, in his 35th year, Mr Rash leaves a son and two daughters.

Lady Scicluna, wife of Sir Hannibal Scicluna, MBE, died on October 25. She was Margaret Helen Jarvis (née Rowland) and she married Sir Hannibal Scicluna as his second wife in 1959.

Nancy Countess of Yarborough, widow of the fifth Earl of Yarborough, MC, died on October 27. She was the daughter of Alfred Brocklehurst and she was married in 1919. Her husband died in 1948.

**Latest wills**  
National Trust bequest  
Mr Alexander Percy Skipton Clouston, of Ashford, Kent, left a will valued at £2,750 bequeathing the residue to the National Trust.

Miss Mary Elizabeth Allan, of Upper Edmonton, left £119,157 to the National Trust, £230 to the Royal Caledonian Homes and Schools, Bushey, and the Cancer Research Campaign.

Mr William John Beckett, of Christchurch, left £200,000 net to his wife, £100,000 each to the RNTL and the Victoria Homes for Old People, Guernsey.

Other estates include (net, before tax and not disclosed):  
Horton, Mrs Edna Mary Swire, of Stanton, Herefordshire, £197,230.  
Morris-Thames, Mr Reineford Stanley, of Maerdy, Mid-Glamorgan, £128,246.

**The Illustrated LONDON NEWS**  
NOVEMBER  
Ronald W. Clark  
EDISON'S PHONOGRAPH  
Tony Osman  
THE FIGHT AGAINST RU  
Carolyn St. John  
NEW CHURCHES  
Norman Moss  
ITALY'S VIOLENT LEFT  
John B. Lee  
PROFILE OF PAT ARROWSMITH  
ROUND THE WORLD RACE  
COLOUR PHOTOGRAPHS



5. Forward bargains are permitted on two previous days.

[illegible]







## BOC shop stewards turn down pay offer

By Donald Macintyre  
Labour Reporter

Threats of further large-scale layoffs because of the British Oxygen Company strike grew last night after shop stewards voted in Manchester to reject new company proposals on pay.

Soon after the shop stewards' vote—36 against a return to work with two abstentions—employees at six of the company's 46 depots had already followed suit by rejecting the new proposals.

Mr John Miller, Transport and General Workers' national officer for chemicals, said the position would not be clear until all branches had voted. But he added: "You don't have to have a crystal ball to see the way it is going. It looks as though the ball is going to be in the company's court."

The shop stewards took the line that the national negotiating committee for the industry should be reconvened without a return to work. The company meanwhile has said that it is prepared to reopen negotiations, but only after a return.

Dr Graham Winfield, chief executive of the company's gases division, said last night he was disappointed that workers appeared to be opting for remaining out on strike. "We are not changing our position," he said. "It is up to the common sense of workers to settle this dispute." The company had been prepared, if there was a return, to reopen talks on its offer of 10 per cent increases and a productivity deal.

## Rover output to resume as parts strike ends

Strikers at Leyland's components factory in Radford, Coventry, agreed yesterday to end their six-week stoppage which has hit Rover and Triumph output and will return to work today.

Output of the Rover 3500 and Triumph TR7 ranges is expected to start again as soon as supplies of rear axles are restored. Both sides were approached earlier in the week by the Advisory, Conciliation and Arbitration Service.

More than 7,000 workers were still idle at Leyland's strike-bound assembly plant in Longbridge, Birmingham. Alleged anti-strike production remained at a standstill because of a stoppage by 600 vehicle inspectors over a regrading claim for an extra £3 a week. The inspectors are meeting today.

Effects of the strike have already spilled over to Castle Bromwich, where output of body shells for the Mini has been disrupted, with 300 men laid off.

Voting on Leyland's £50m package of wage bargaining reforms was drawing to a close yesterday, and the result will be known early next week.

## \$1,715m US deficit lowest since May

From Frank Vogel  
Washington, Oct 27

America's balance of trade deficit last month was about \$950m less than in the previous month but was still very high at \$1,715m and pushed the figure for the year so far to more than \$19,000m.

Government officials estimated today, on the basis of the new figures, that the 1977 deficit may be about \$26,000m.

The lower September deficit modestly assisted the dollar in the foreign exchange markets, but it continues to face considerable pressure as a result, to some degree, of this year's deficit and the prospect that next year's may be even bigger.

The Department of Commerce reported that the trade deficit in September on a f.o.b. (free along-side ship) and seasonally adjusted basis amounted to \$1,715.2m, which is \$954.3m smaller than in August. It is, in fact, the lowest monthly deficit since May.

American exports last month reached a record high of \$10,915.9m, about \$500m above the previous record in May. It is \$1,353.2m greater than the August total. Particularly sharp rises were seen last month in foreign sales of heavy machinery, food, chemicals and building materials.

Imports, however, remained high and totalled \$12,631.1m, which is second only in size to the record of \$12,932.1m in June. The September level is about \$400m above the August total.

America's vast and mounting consumption of foreign oil continues to be the key cause of the rising foreign trade deficit and again last month, the Commerce Department said, energy imports rose by \$483.8m over the August level to \$3,950m.

The degree to which the United States is now dependent on foreign oil and the impact of oil imports on the balance of payments has been barely noted in the critical congressional debate so far this week on a national energy programme.

The Commerce Department stated that the trade deficit for the first nine months of this year totalled \$19,298.3m compared with a deficit of \$3,150.5m in the comparative 1976 period. The department pointed out that exports so far this year had been at an annual rate of \$120,778m, while imports had been rising to an annual level of \$146,509m.

Government officials are doubtful if American exports can maintain the September level in the next few months. Still further increases in food exports are

considered unlikely and officials admit they are somewhat baffled as to just why machinery and transportation equipment exports should have risen by \$506.3m last month to \$4,670m. This is seen as particularly large and possibly quite exceptional.

On exports, the officials say that the key factor remains the general growth rate of the industrial economy. There is little optimism at either the Treasury or the Commerce Department for an improvement in the pace of economic recovery abroad.

Mr Anthony Solomon, the Under Secretary for Monetary Affairs at the Treasury, recently said, and this view is now widely accepted by the Administration, that "the growth of our economy will be a bit slower (in 1978) than in 1977, but growth should be a bit slower in Europe."

"World crop carry-overs are at high levels and good harvests again likely. Consequently, the value of United States farm exports may decline somewhat."

Mr Solomon concluded that "I do not see the basis for much, if any, reduction in our trade deficit in 1978, and I would not rule out the possibility of some further increase."

## Single-figure inflation vital, CBI chief says

By Edward Townsend

Machine tool orders from home and foreign customers continue to increase in value and numbers, according to latest Whitehall figures, but are still

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## Machine tool orders show slight recovery

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## LETTERS TO THE EDITOR

## Evidence that US steel industry is more resilient than its critics claim

From Anthony Cockerill and Jonathan Ayleen

Sir, It is hard to recognize the real United States steel industry in Mr Frank Vogel's article of October 24. Hard hit as it has been by the recession and imports, the industry has displayed considerable resilience.

In the first quarter of 1977, four of the leading six steel-makers showed net profits. Taken together, the overall net profits of the six amounted to \$20m (about £11.3m).

Whatever may have happened to investment, the industry continues to achieve an impressive level of labour productivity in comparison with most of its major competitors, as the table (for the peak year of 1973) shows:

	Man-hours per tonne of finished steel 1973
Japan	9.4
USA	11.0
West Germany	14.1
France	16.5
UK	23.6

(Source: AISI 1975)

The number of man-hours required to produce one tonne

of finished steel was, within striking distance of that in Japan (which is probably exaggerated by the exclusion from the total number of employees of certain classes of workers); 22 per cent below the West German level, and less than one-half the rate of the crisis-ridden British industry.

The penalty which the American producers suffer in employment costs per tonne of steel produced arises primarily from the lower wage rates which the European and Japanese producers are able to pay and from the relative overvaluation of the dollar, at least until recently, rather than from incipient inefficiency.

Between 1970 and 1975, the industry invested \$11,000m, or 11 times net profits. Research here indicates that most of this went into the modernization and expansion of existing works rather than into the construction of new "greenfield" plants. With the sharp decline in demand since 1975 and the high cost of building new facilities, this has proved to be

an effective strategy. Nevertheless, investment has undoubtedly been reduced by low profits and the difficulties of raising external finance, a constraint which has not always been felt equally by other nations with access to Government-guaranteed funds.

The stability of employment during the recession is in part the result of an agreement reached with the United Steelworkers of America in 1973 to reduce employment fluctuations in return for an undertaking to refrain from strike action over certain issues. Recently, in the major companies, some of the smaller ones, their small, older works, concentrating production on the larger plants. Their ability to do this must be attracting envious glances from the British Steel Corporation.

Yours faithfully,  
ANTHONY COCKERILL,  
JONATHAN AYLEEN,  
Department of Economics,  
University of Salford,  
Salford M6 4WT,  
October 26.

## Liberal Party and profit-sharing

From Mr Mark Tavenor

Sir, May I be permitted to reply to Mr B. A. Cole's letter of October 26, concerning profit-sharing?

Mr Cole is perfectly right to begin by asserting that there is little in common between the policies of the Conservative and Liberal Parties. The contrast is between one party which is between one party which

conversion to some form of profit-sharing has been half-hearted and belated, and one whose commitment is consistent and of long standing.

Mr Cole's main error concerns his definition of the purpose of profit-sharing. The Liberal Party's support for profit-sharing does not arise from a belief that, as Mr Cole puts it, "Everyone has a right to more income than at present."

It begins with the conviction, surely universally shared, that Britain's industrial performance has been, and remains, poor, and that contrast between capital and labour has been a major reason. Anything which tends to reduce this conflict is therefore desirable. For Liberals, profit-sharing is part of an overall package designed to reduce conflict in industry by involving workers, practically and financially, in their companies.

Mr Cole's dismissal of Liberal flexibility makes little sense. He admits that the ICI scheme is successful, but that it is not applicable to all companies. Quite so. The same can

## Teaching engineering design

From Professor D. Howe

Sir, I would like to endorse Professor Chisholm's comments (October 26) on the problems of teaching engineering design within the standard three-year undergraduate course. It is certainly true that in those countries where engineering design education is most successful it is only introduced into the curriculum after the student has been well grounded in the necessary fundamentals. Effective teaching of engineering design demands a substantial allocation of course time and is preferably supervised by practising experts in a relevant field of engineering.

As Professor Chisholm suggests, one solution to the difficulty of the extension of normal undergraduate courses. There is, however, an alternative. This is to regard engineering design as properly a post-graduate activity. There are a number of advantages in this approach.

The course can be specifically aligned towards a particular engineering application and the work is much more easily integrated with the activities of practising engineers. Further, the student's suitability for such a course can be more accurately judged, especially if there is a period of full-time industrial experience between the first degree and post-graduate work.

D. HOWE,  
Professor of Aircraft Design,  
College of Aeronautics,  
Cranfield Institute of  
Technology, Bedford

## Quinton Hazell develops new under-rider

By Stephen Goodwin

British National Oil Corporation (Development) announced yesterday that drilling had begun on the first production well in the Thistle oilfield.

The flow from Thistle should begin in December and will provide the nationalised company with its first "equity" oil for sale at a profit.

It is expected that production will begin at a rate of about 40,000 barrels a day, with the oil being pumped direct into a tanker.

Meeting the December target is, of course, dependent on the weather and a period free of drilling or start-up problems. However, BNOC (Development), the operators for the Thistle field, will be well pleased with the way work has proceeded recently.

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## Brussels move to phase out food subsidies

From Michael Hornsby  
Brussels, Oct 27

A new proposal for automatic realignment of the "green pound" with market rates and the phasing out of subsidies paid by the EEC on British food imports, was announced today.

The scheme, unlikely to receive the support of many member governments, would require all member states to eliminate over seven years the existing gap between the market values of their currencies and the special green rates.

At present, the green pound, used for translating the EEC's common farm prices into sterling, is 31.9 per cent above the pound's real value, as measured against the Community's joint floor currencies.

Under the Commission's proposal, the Government would thus be obliged to devalue the green pound by about 4.5 percentage points once a year for seven years. Devolution has hitherto always been resisted because it would automatically put up farmers' prices, reduce import subsidies and indirectly increase food prices in shops.

In a separate move, the Commission decided today to postpone until next year related proposals for introducing a new unit of account for agricultural trade based more closely on the market rates of national currencies.

## State stakes in Montedison still under review

Roma, Oct 27.—Government proposals for holding company to group state participations in Montedison are still being debated, parliamentary sources said here today.

Signor Antonio Bisaglia, Minister for State Industry, has put forward proposals for a privately constituted company called Sogam, which would manage the state holdings of ENI and IRI in Montedison.

But left-wing politicians, with the support of some Christian Democrats, want a public concern, Finmont, to be set up to take over the stakes altogether.

On the decision for the future of the state shares in Montedison and revision of the Montedison control syndicate, Montedison's request for a much-needed cash injection through a 392,000m lire (about £250m) capital increase.

The control syndicate now combines private and public participations, totalling 32.2 per cent of Montedison capital. The state groups ENI and IRI together hold 16 per cent, while a further four per cent is held on a temporary trust basis by three public credit institutions.

The British Importers Confederation has sent a telegram to Mr Tran Van Thinh, the principal EEC negotiator, urging him to settle the interim arrangements quickly. The organization said that the position was becoming critical and unless the interim arrangements for next year were settled soon trade in textiles, which was subject to quota restrictions, would be paralysed.

## Textile imports ruling urged

Interim arrangements for the import of textile goods into the EEC generally and Britain in particular should be settled before detailed negotiations on the renewal of the Gatt Multi-Fibre Arrangement begin, it was advocated yesterday.

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The rate of exchange at which the dividend will be converted into United Kingdom currency for payment of the dividend from the offices of the company's secretaries in London will be the telegraphic rate of exchange between Johannesburg and London ruling on the first business day after 26th November, 1977 on which foreign currency dealings are transacted.

The register of members will be closed from 26th November to 4th December, 1977 inclusive, and dividend warrants will be posted to shareholders on or about 3rd January, 1978.

Where applicable non-resident shareholders' tax of 15 per cent will be deducted from the dividend.

The full conditions of payment of this dividend may be inspected at or obtained from the Johannesburg or the United Kingdom offices of the company.

By order of the Board  
RAND MINES LIMITED  
Secretaries  
per M. R. DUNDERDALE

United Kingdom Registrars  
and Transfer Agents  
Charter Consolidated Limited,  
P.O. Box 102,  
Charter House,  
Park Street, Oxford,  
OX1 2EQ  
27th October, 1977.

Registered Office:  
15th Floor,  
63, Fox Street,  
Johannesburg 2001.  
27th October, 1977.

Declaration of Dividend No. 76  
Notice is hereby given that Dividend No. 76 of 65 cents per share has been declared in South African currency as a final dividend in respect of the year ended 30th September, 1977 payable to members registered in the books of the company at the close of business on 25th November, 1977 and to persons presenting coupon No. 77 detached from bearer share warrants. The dividends on share warrants to bearer will be paid in terms of a notice to be published later by the company's secretaries in London.

Copies of this report will be despatched to all registered shareholders from the office of the transfer secretaries in Johannesburg and of the United Kingdom registrars and transfer agents as soon as possible. The company's annual financial statements will be posted at the end of November, 1977.

For and on behalf of the Board,  
A. C. PETERSEN (Chairman); Directors  
A. M. ROSHOLT

Transfer Secretaries:  
Rand Registrars Limited,  
Devonshire House,  
49, Jorissen Street,  
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BY THE FINANCIAL EDITOR

## Gilts one year later

The gilt edged market celebrated an anniversary yesterday. On October 27, 1976, the gilt market hit its 1976 "low" in the wake of the Government's moves earlier in the month to raise interest rates to a record level. The FT Government Securities Index slipped to \$5.81.

Last night that index stood almost 40 per cent higher at 77.75, having almost reached the 80 level at the end of September. In a number of stocks, investors lucky enough to have picked up stock close to last year's "low" have done still better, all of which may be delightful for the investors themselves but may well not be such sweet music to the monetary authorities.

The reason why the authorities may not be quite so happy is very simply that large numbers of people did in fact manage to buy large quantities of stock when prices were close to the bottom. They may now be giving serious consideration to taking profits as they start to pass the one year old mark that entitles them to take their profits free of capital gains tax.

It may, of course, be that many of those who bought stocks on 15-16 per cent yields are simply making long-term investments or income. But for the moment the future of the £1,100m personal sector investment in its final quarter of 1976 remains an unknown factor in the authorities' calculations, and there are already some signs that last autumn's buyers are now starting to take their profits in the lower coupon stocks.

Meanwhile, the gilt market went modestly higher yesterday on the back of the lower forecast PSBR targets and the immediate exhaustion of the long "tap" rate in the day it lost part of those gains. It is thought that there might be a new "tap" today, the better than expected United States trade deficit and the SOC developments.

Beneath the surface, however, most of the money was spent pondering the future of the Government's foreign exchange strategy and asking endless attempts to find nuances in Chancellor's speech and his replies to questions on Wednesday. The idea that the Government might simply let the money supply grow above its ceiling for a few months to frighten off foreign inflows as generally regarded as unlikely.

For the present, the key remains the size and composition of the overseas inflows and the authorities' ability to continue shifting assets short term liquidity into longer term instruments—a task that could become much more difficult if, as some believe, the nature of the inflows are now changing from investment inflows to (multinational) corporate flows finding their way straight into M1.

Yesterday's announcement that merger talks were off between Bath & Portland and Fairclough Construction brought a day's shakeout in the shares and no doubt added to some short-term operators. It also added two more names to the fast moving list of bid or merger failures to me into the public eye since the introduction in April of the new early disclosure de drafted jointly by the Takeover Panel and The Stock Exchange. The question whether the new rules, by requiring publication of bid talks at a much earlier stage than was previously the case, have led to a higher incidence of merger failures. Merchant bankers tend to think not. There has always been a high failure rate, and the only difference is that the failures are now exposed to the public view where previously they were not. Nonetheless, there is a widespread feeling that the new rules have created problems in some cases, not least being that closure has actually precluded adequate discussion of takeover approaches.

### Investment trusts

### Trusts revive the arguments

A concerted attack on investment trusts is under way from nationalised pension funds. Having been disappointed by losing a bid to the Prudential, British Life is back again with a near £80m offer to Edinburgh and Dundee Investment Company, which has been duly rejected. But rejection left The British Investment Trust little option but to reject in turn its offer of nearly £100m from the coal board pension fund. There are differences between the portfolios of the two trusts, BIT is in property and brings its management with it, but comparisons are much easier between them than between most companies, and on face of it, the British Life offer for Edinburgh and Dundee looks considerably more generous than the coal men's offer for

Both trusts wish to get as close to asset value on a going concern basis as possible. This takes off prior charges at market value, excludes contingent tax liabilities and makes no deduction for potential surrender on transfer, of 25 per cent of the dollar premium.

Anyone who thinks such a valuation unrealistic should refer to Guardian Royal Exchange's £40m offer for Metropolitan Trust in 1973 when just such a deal was done. Discounts in the market on going concern values are far different now, but the narrowing from a third to around 27 per cent that took place a month ago has been maintained, and with agreement, a bidder can offer something very close to the underlying assets without getting less shares than were paid for.

Meanwhile, institutional investors in both trusts will be voting with their feet to invest elsewhere in the sector. Yesterday both trusts were being quoted at discount on the estimated offer prices.

The danger is that by holding out for the last penny or so per share the pension funds might get fed up and retire from the scene leaving future equity investment to painful, slow buying.

Buying of an investment trust is only worthwhile if it is less trouble than going into the market. If pension funds disappear, the chances of the current discount on asset values being further reduced will disappear, and the sector will again lose its attractions. Its total assets are around £6,000m, out of that the £180m involved in these bids is small but not necessarily insignificant, for if a narrowing of discounts is likely from more bids, a good slice of this money could be reinvested. Investment trusts were originally set up for the small investor, and better performance would perhaps tempt him back, which would be good for the market as a whole.

British Rail is offering 100 per cent of net asset value minus prior charges at par, tax liabilities and any termination agreement with the managers. Baillie Gifford, but is not deducting the dollar premium surrender as it should receive a concession from the revenue. The offer could possibly be bettered both from a reduction of tax and stamp duty with agreement. It seems a shame that agreement is missing. But the coal men should improve their 98 per cent of asset value offer to 100 per cent.



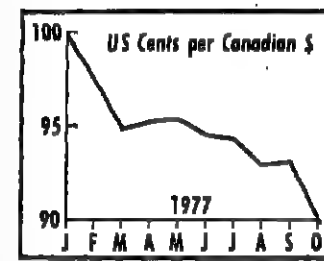
It is hard to imagine a United Kingdom clearing bank during a rights issue as long as the present level of interest rates continues to put such severe pressure on banking profits. Irish banks, too, have had to contend with almost as steep a decline in rates, but it is clear that their profits are holding up much better than those of their British counterparts. Allied Irish Banks, the second biggest in Ireland, and whose chairman is Mr. Edmund O'Driscoll (above), has comfortably surpassed its forecast with an interim profit improvement from £9.3m to £16.7m and has duly accompanied its results with a two-for-seven rights issue at 11p to raise £17m.

Unlike the United Kingdom clearing banks, the Irish banks have at least been able to boost useful volume growth to offset the deterioration in interest rates. The Irish economy has been growing at around 6 per cent annually and Allied Irish's loan book has grown from £759m to £834m between March and September. But the Irish banks have also enjoyed the benefits of a much bigger involvement in the gilt-edged market than United Kingdom banks, which relates largely to the tougher liquidity ratios they have had to observe. In Allied Irish's case this has been especially pronounced because of the big inflows of deposits to its subsidiaries during the bank strike last year.

So while second half results will be down on the first, the bank can still talk of a "very satisfactory" full year, which holds out hopes of £32m against £23.2m last time, and the only real problem for the shares, up 5p to 147p yesterday, is that on past experience it could take some time for the rights issue to be absorbed.

## The Canadians wrap up against a harsh economic winter

A package of special measures is being introduced by the Canadians to help the country through its worst crisis since the Great Depression



Canada remains in the grip of perhaps its worst economic crisis since the Great Depression and, with winter coming, there is no reason to expect any fundamental improvement soon.

Unemployment is now at 8.3 per cent and inflation has been getting worse instead of better. Economic growth is sagging.

Uncertainty caused by the threat of Quebec's secession from the confederation is having a dampening effect on economic prospects, although this factor is difficult to measure. Quebec itself has been hurt by the departure of a number of businesses—precisely how many seems to be a matter of some argument between the provincial government and others—for Ontario and the United States.

Recognizing that the present extraordinary situation in Canada demands an extraordinary response, the Government recently presented the Canadian Commons with what amounted to a mini-budget. It contained measures aimed at tiding the economy over the coming winter, a particularly severe time of year in Canada from the point of view of weather and of unemployment.

The measures include a personal income tax cut of up to \$100 (about £51) for low and middle-income taxpayers. This will come into effect in January and February of 1978 and is designed for maximum seasonal impact. \$700m (£354m) is expected to be released for injection into the economy.

The measures also include a further \$150m for federal job-creation programmes, bringing the total in the fiscal year to \$1,000m, and a \$100m tax credit scheme to encourage job creation by businesses.

Mr. Jean Chrétien, the Finance Minister, in his first important pronouncement since taking over the Finance portfolio last month, told the House that the measures were meant to stimulate demand and put men to work without increasing the danger of inflation.

Just as important in the longer term, however, was Mr. Chrétien's announcement that wage and price controls will be gradually lifted over a one-year period beginning on April 14 next year. This should help the business community regain some of the spirit and confidence it has lacked through not knowing just when and how the controls, imposed two years ago, would end.

The result could be more investment and an increased tempo of business activity all round.

Although business went along with the restraints programme for a year or so, it has recently joined organized labour in total opposition to it. Labour always felt that the controls discriminated against the wage earner. Business has come to feel that they stifle incentive and complicate planning.

Mr. Chrétien attempted to show that the controls have done more or less what the Government intended in curbing inflation, but they have

not lived up to expectations. The rise in the consumer price index over a period of 12 months was recently running at above 8 per cent although there were indications that prices might soon begin moderating again. At this point, according to the timetable which Mr. Pierre Trudeau, the Prime Minister, gave the Canadian people when controls were imposed in October, 1975, the yearly advance should be about 6 per cent.

As for next year, when, according to the original projections, inflation should dip to 4 per cent, even Mr. Chrétien is now predicting no better than 6 per cent.

It takes some optimism to believe, as the Finance Minister predicted, that economic growth will reach 5 per cent next year, though this level is required just to keep unemployment from getting worse. Not many months ago the Government was forecasting 4 per cent growth for this year, but it has since toned its forecast down to 2 per cent and there are those who believe it will be a miracle to accomplish even that.

The magic ingredient that the Government is counting on to bring Canada out of its doldrums—or, as Mr. Trudeau says, its "malaise"—is harder work by the people, combined with lower expectations.

"Progress will be slow and it will require hard work, more productivity, lower expectations and greater responsibility on the part of all Canadians," Mr. Chrétien told the House. He told a press conference later: "Our competitive position is deteriorating every day."

He was alluding to the fact that Canadian production costs have got out of line with those in the United States. Canada's principal foreign market and also its chief competitor on world markets. This is serious, considering that nearly one third of Canada's income comes from exports.

Mr. Chrétien drove the point home by noting that in his own Quebec constituency of St. Maurice, east of Montreal, paper mill workers were getting \$1.50 an hour more than those in the south of the United States.

Similarly, Mr. Trudeau has noted that while Canadian

wages in the manufacturing sector were 2 per cent above those in the United States, productivity was 20 per cent lower. Canadians, he is fond of saying, must learn to live within their means. "We must produce more if we want to continue to consume as much."

Two factors should serve to make Canadian products more competitive and thus help the process of economic recovery. One is that wage settlements have in fact been brought down, from an average of 22 per cent in the first half of 1975 to 8.5 per cent in 1977. This has already been reflected in an improved trade balance, despite Mr. Chrétien's reference to a deteriorating competitive situation.

The other is the recent decline of the Canadian dollar on world money markets. At one point it dipped below 90 cents to the American dollar, its lowest level since the 1930s.

This is a mixed blessing, however, since it tends to aggravate inflation by increasing the cost of the goods that Canada imports and also reflects a certain lack of international confidence in Canada and its economy. Such a lack of confidence can hurt a country as dependent on foreign trade and on foreign

capital to develop its resources.

It is, of course, too early to predict whether the measures introduced by Mr. Chrétien will produce the desired effect. A lot will depend, as usual, on the pace of economic recovery in the United States, since Canada cannot be unaffected by the economic trends of its giant neighbour.

A lot will also depend on the Quebec situation, which is filling the minds of foreign investors and Canadians alike with doubts about the future of Canada. As Mr. Chrétien put it:

"People are concerned about whether Canada will remain a united country and that concern has added to our economic difficulties. Until separatism is defeated, it will impede the economic progress not only of Quebec, but of the rest of the country as well."

Assuming that the country hangs together—and Mr. Chrétien for one said that he is sure it will—the long-term outlook may be rosier than the short-term reality. That is because of the stimulus which construction of the multi-billion-dollar Alaska-Canada pipeline through the Yukon and Alberta will give to the economy in the early 1980s.

## Knitting together the strands of textile research

Research and development tends to take a low priority for many companies, whatever their size, in times of economic difficulties. When, as in the case of textiles and clothing, a substantial part of the industry consists of small manufacturers who have no research and development resources of their own, the problem is accentuated.

Promoting the application of research and development in the technologically under-nourished sectors of the textile, clothing, footwear, leather and related machinery industries is difficult, according to the Government's Research and Allied Industries Requirements Board.

This board, appropriately abbreviated to GARB, is one of a number of joint industry/government groups operating under the auspices of the Department of Industry, whose job is to establish priorities for research and development in different sectors of industry.

One of the Department of Industry's drive to modernize British industry, actively promoted by Dr. Duncan Davies, who recently moved from ICI to become the department's chief scientist, is that of technology transfer, which is the most of research and development that has already been carried out by encouraging its dissemination as widely as possible.

This does not mean that the

advanced concepts are being neglected; but it recognizes that in trying to correct the wide differences between the most advanced and the least advanced.

In technology transfer, as in advanced textiles research, the appropriate research associations (RAs) are well placed to serve the needs of industry.

They include the Fabric Care RA, Harrogate; Hosiery and Allied Trades RA, Nottingham; Lace RA, Nottingham; Lambic Industrial RA, Lisburn, Co. Antrim; Shirley Institute, Manchester; and Wool Industries RA, Leeds.

### Changes

These six have come together as the Textile Research Council, one of whose main tasks is to harmonize and coordinate all textile and clothing projects funded partly by industry and partly by the Department of Industry. Recent changes in the shape, size and structure of the textile industry has been reflected in the research backing which the RAs provide for the industry.

The council's programme has included many projects in the main aspects of textile production (raw materials; fabrics; and coloration, drying and finishing); garments; quality control; technological and economic assessments; environ-

mental factors such as noise, safety and toxic hazards; evaluation of textiles and consumer protection.

Automated knitted garment production and computer-aided lay planning and cutting are included in the garments projects. A lay-plan is the arrangement of garment pattern pieces on a length of cloth so that as little cloth as possible is wasted; a computer-aided method reported in the council's first annual report gave a cloth use of almost 80 per cent for a typical set of garment pieces.

The accurate cutting as well as planning of materials should be amenable to automation by computer-based techniques, so increasing productivity and reducing costs. One government-backed example is the development of a computer-guided laser machine which would be able to cut out the cloth of a man's suit in only two minutes.

In this the knowledge of an Automatic Pattern Cutting Laboratory is being tapped; and GARB hopes to encourage a British company to manufacture the system.

With Department of Industry support, a model clothing factory project has been mounted to measure the benefits and performance of important techniques and procedures in an actual factory. The first factory chosen was that of a manu-

facturer of men's trousers and suits; under WIRA auspices new techniques have been introduced and their effectiveness monitored. Productivity has been substantially increased.

A major speculative project which, if successful, could have a profound effect on the industry is the development of a high-speed weaving technique. GARB noted in its last annual report.

Behind this brief sentence lies an exciting development at Cambridge Consultants, which it is hoped will overcome some of the inherent limitations of the weaving process and so make it more competitive with the speed and flexibility of knitting.

### Adaptable

For various technical reasons, knitting machines (which are, in general, used with synthetic fibres) are more productive, reliable, economical and adaptable than weaving machines (still based mainly on the traditional cotton and woolen fibres).

Some advances in weaving looms have been made, including machines which use air-jet and water-jet techniques to increase productivity, but their effectiveness is limited. A speed increase was obtained when single-phase designs gave way to multi-phase machines but the

productivity of the first-generation multi-phase looms is still low.

The Cambridge development is aimed at what could become the first of a second generation of multi-phase looms. It uses an original invention known as pneumatic shedding which, according to Mr. Roger Gray, project leader, "essentially replaces the reciprocating motions of conventional shedding mechanisms with rotary motions and air jets, restricting reciprocation to just the warp yarn and fabric".

Much faster operation is possible.

Mr. Gray quotes United States sources which indicate that weaving is likely to continue to be the major process for cloth production in the 1980s, despite earlier forecasts that knitting and non-wovens would be dominant.

"Perhaps this trend," he said, "together with the eventual successful development of the first major British weaving invention this century, will ensure that the United Kingdom reestablishes itself as a force to be reckoned with in the world weaving machinery market, now worth about £500m annually."

Kenneth Owen  
Technology  
Correspondent

## Business Diary: Dropping the pilot • First class, Post Office

tical metaphors were given exhaustive—for some existing—airing when Sir Ronald spoke to the London region of the National Association of Building Trades Employers yesterday. Sir Ronald stepped down as Director of the National Economic Development Office before the end of the year.

Mr. Boucher, the builders' leader, kicked off by saying that Sir Ronald had said in the Neddy craft was in a shape. In a style beloved of politicians, he went on: "It is to be hoped that as a ship of state, having thered the storm and 'only escaped the rocks will hold on course and make progress in calmer seas."



Sir Ronald McIntosh.

past the worst dangers—sometimes with only an inch or two beneath her bottom—into waters smoothed by the timely pumping of oil.

He continued: "This condition has been helped no doubt by more reliable charts kindly provided by international hydrographers and by the arrival of a relief captain with, perhaps, a surer knowledge of tides and currents than his predecessor."

But what is Sir Ronald's next port of call? A senior job with merchant bankers S. G. Warburg has been mentioned as a possibility.

Sir Ronald was not saying—and won't say until his successor is named. He hopes that that will be soon.

Meanwhile, he has some tight-

hearted advice for the Government should it choose to advertise for a successor: "The advertisement should carry a rider—Only masochists need apply."

The much-maligned Post Office yesterday received a handsome accolade from the Royal Society of Arts for putting a brave face on things. It was among seven recipients of the society's 1977 presidential awards for design management.

There were murmurs of dissent from some who talked about quality of service, but the judges, chaired by Sir Ernest Goodale, were adamant in their design, at least, the Post Office was setting an example to the country's public institutions. It was, indeed, among the foremost patrons of the design designers in the country.

Post Office concern for design evidently goes back a long way. Rowland Hill called in three Royal Academicians to advise on the design of the Penny Black; and the classic telephone kiosk was the brainchild of Sir Giles Gilbert Scott, who was also responsible for the House of Commons.

The Post Office, it seems, was not to blame for an inheritance of dull neo-Georgian post offices and telephone exchanges, provided by the Ministry of Works. It has only recently begun to co-

ordinate the huge range of design work involved in its operations.

That the new telephone directories do not fit the slots in the old phone boxes is just one of the transitional problems.

Hard-pressed speakers at both private and public functions have seized upon Sir Ronald Dobson's misfortune at the hands of a tape-recorder with alacrity. Yesterday it was the turn of Lord Home of the Hirsel—the former Sir Alec Douglas-Home. He brought light relief to a rather staid Bankers' trust luncheon in Birmingham when he said: "I am impervious to the use of unofficial recording instruments, because I no longer have any offices to resign from."

John Sowden, chairman of C&L, the construction group, wishes he could do a few more deals like one involving buying the lease of part of the Stamford Hotel in St. James's, London.

Costain acquired the lease just after the 1939-45 War when, in a London hit by an hotel famine, it needed to find accommodation regularly for overseas customers in town to talk construction business.

The hotel had been commandeered for various official purposes during the war. The lease

was for 99 years with no reviews, involving an annual sum "a little bit less than a moderate pay packet."

Late last year, when Costain was buying the freehold of the adjoining property, which forms an extension to the Stamford, there seemed to be a case for buying the freehold of the original building too, which it did at a very reasonable price.

Why not have hung on to such a lease? The Sowden philosophy on that was that Costain had the money, the price was right and "how cheap is cheap?" The answer there, one might guess, is in the region of £100,000.

Wayne Rieker, a 55-year-old Californian is in Britain trying to sell a new quality control aid to management. He frankly admits that he plucked the idea from the Japanese and like many successful management aids it is endearingly simple: You persuade groups of workers to meet for one hour a week purely voluntarily—but in the company's time—to discuss quality failings and recommend solutions.

So what's new about that? "I asked him yesterday. Quality control committees, works councils—call them what you will—have been at work here for years with varying degrees of success."

"Quality control circles

(QCC) need channelling in the first place with training schemes and manuals and that's where I come in. Today some six million Japanese workers are taking part in QCC," he said.

I installed it at Lockheed three years ago and obtained a six-to-one return on the investment involved."

Rieker was employed by Lockheed for 35 years, later as a manufacturing director of its ballistic missiles division. So convinced is he that the voluntary circles idea is a winner that in January he retired early and formed his own consultancy company.

PA Management, one of the more down-to-earth British consultancies, has just taken out a licence in the United Kingdom. It is talking in terms of QCC's costing between £5,000 and £15,000 to install in a company with a payroll of 500.

It has high hopes of selling it to British motor manufacturers.

The Reverend Canon Eric Savon, rector of St. Ann's, Manchester, points out that income tax returns from Anglican clergy throughout the country are dealt with by HM Inspector of Taxes, East 1 District, Parson's Estate, Washington, Tyne and Wear. He feels the address would be even more appropriate if persons actually had estates.

## Leisure & General Holdings Limited

### The Outlook for 1978

"The present year has started well... I feel confident that we can look forward to further significant increases in turnover and profit for the year to 30th April 1978. We are continuing our programme of internal growth and development, but, at the same time, we are looking for further opportunities which will allow us to take advantage of the improving climate in the Tourist and Leisure Industries."

John Chapple, Chairman

### The Results for 1977

	Year to 30th April 1977	Year to 30th April 1976
Group Turnover	£700	£600
Profit before tax	24,246	22,480
Shareholders' Funds	925	732
Net Dividend per share	3,674	3,367
Dividend cover	1.938p	1.735p
Earnings per share	3.3	3.0
	6.4p	5.2p

If you would like a copy of the Report and Accounts, please write to: The Secretary, Leisure & General Holdings Limited, 112, 114, 116, 118, 120, 122, 124, 126, 128, 130, 132, 134, 136, 138, 140, 142, 144, 146, 148, 150, 152, 154, 156, 158, 160, 162, 164, 166, 168, 170, 172, 174, 176, 178, 180, 182, 184, 186, 188, 190, 192, 194, 196, 198, 200, 202, 204, 206, 208, 210, 212, 214, 216, 218, 220, 222, 224, 226, 228, 230, 232, 234, 236, 238, 240, 242, 244, 246, 248, 250, 252, 254, 256, 258, 260, 262, 264, 266, 268, 270, 272, 274, 276, 278, 280, 282, 284, 286, 288, 290, 292, 294, 296, 298, 300, 302, 304, 306, 308, 310, 312, 314, 316, 318, 320, 322, 324, 326, 328, 330, 332, 334, 336, 338, 340, 342, 344, 346, 348, 350, 352, 354, 356, 358, 360, 362, 364, 366, 368, 370, 372, 374, 376, 378, 380, 382, 384, 386, 388, 390, 392, 394, 396, 398, 400, 402, 404, 406, 408, 410, 412, 414, 416, 418, 420, 422, 424, 426, 428, 430, 432, 434, 436, 438, 440, 442, 444, 446, 448, 450, 452, 454, 456, 458, 460, 462, 464, 466, 468, 470, 472, 474, 476, 478, 480, 482, 484, 486, 488, 490, 492, 494, 496, 498, 500, 502, 504, 506, 508, 510, 512, 514, 516, 518, 520, 522, 524, 526, 528, 530, 532, 534, 536, 538, 540, 542, 544, 546, 548, 550, 552, 554, 556, 558, 560, 562, 564, 566, 568, 570, 572, 574, 576, 578, 580, 582, 584, 586, 588, 590, 592, 594, 596, 598, 600, 602, 604, 606, 608, 610, 612, 614, 616, 618, 620, 622, 624, 626, 628, 630, 632, 634, 636, 638, 640, 642, 644, 646, 648, 650, 652, 654, 656, 658, 660, 662, 664, 666, 668, 670, 672, 674, 676, 678, 680, 682, 684, 686, 688, 690, 692, 694, 696, 698, 700, 702, 704, 706, 708, 710, 712, 714, 716, 718, 720, 722, 724, 726, 728, 730, 732, 734, 736, 738, 740, 742, 744, 746, 748, 750, 752, 754, 756, 758, 760, 762, 764, 766, 768, 770, 772, 774, 776, 778, 780, 782, 784, 786, 788, 790, 792, 794, 796, 798, 800, 802, 804, 806, 808, 810, 812, 814, 816, 818, 820, 822, 824, 826, 828, 830, 832, 834, 836, 838, 840, 842, 844, 846, 848, 850, 852, 854, 856, 858, 860, 862, 864, 866, 868, 870, 872, 874, 876, 878, 880, 882, 884, 886, 888, 890, 892, 894, 896, 898, 900, 902, 904, 906, 908, 910, 912, 914, 916, 918, 920, 922, 924, 926, 928, 930, 932, 934, 936, 938, 940, 942, 944, 946, 948, 950, 952, 954, 956, 958, 960, 962, 964, 966, 968, 970, 972, 974, 976, 978, 980, 982, 984, 986, 988, 990, 992, 994, 996, 998, 1000.







# In 1973 Hanson Trust discovered one of the most valuable resources known to man.



## Americans.

This year consumer expenditure in the US will be some \$1,205,000,000,000. Even a small percentage of that makes a very attractive prize for any company willing to risk the price of entry. Yet so often the land of golden opportunity has been the graveyard of UK enterprise. One of the major reasons for failure has been the inability of many foreign companies to conform to the dictates of the American market place.

### It takes an American to understand an American

When Hanson Trust decided to enter the USA in 1973, we applied exactly the same criteria as we do in any other market. We relied on native management to produce the earnings we demand from an investment. Thus acquisitions remain entirely autonomous and continue to run as before Hanson Trust's interest. Apart from rigid financial control, our American management teams have freedom to

run their American businesses the American way for the benefit of all our shareholders.

### A management pool with no shallow end

Our policy of buying into basic markets with companies which have management potential has brought a gratifying degree of success. It means that not only is there a depth of expertise available to maximise every growth opportunity, it also means existing business is run very profitably. In fact, over 60% of Hanson Trust's profits were generated in the United States last year. How many other British companies do you know who've had this level of success across the Atlantic?

### Foresight Saga

One last point.

It wasn't an accident that Hanson Trust chose (against all conventional patterns) to invest in the

Copies of the accounts are available from Hanson Trust Ltd, 180 Piccadilly Road, London SW3 1HR. Tel: 01-589 7070.

US in 1973. It was the deliberate result of careful market and economic analysis. And while others are now following into the US market, Hanson Trust is solidly entrenched and reaping the rewards of its investment analysis and management creativity.

This depth of expertise and original business thinking is applied to every facet of Hanson Trust's operation. And that gives Hanson Trust a unique strength. Although we don't have a crystal ball and can't guarantee the future, shareholders must be reassured to know that Hanson Trust's emphasis on good management means that there will always be the expertise available to make the most of every growth opportunity.

## Hanson Trust

The industrial management company where people are as valued as assets.



## COMMODITIES AND MARKET REPORTS

## Columbia fines coffee shippers for hold-up

New York, Oct. 27.—Columbia charged 10 of its coffee exporters with withholding 180,000 bags of green, or unroasted, coffee beans from the world market earlier this year and ordered them to pay fines equivalent to about \$2m, it was reported from Bogotá.

The Colombian Government said the exporters had signed an \$83m contract with United States buyers last March when coffee prices were rising, to records. In New York, however, one major coffee dealer said he did not know of such an arrangement.

The government accused the coffee shippers of holding up their coffee-bean exports (each bag is about 154 pounds) because they hoped that prices would continue to rise in mid-April. Colombian beans were being offered at a record \$3.30 a pound. However, prices later slipped and by mid-May, Colombian beans were available at the New York cash resale market at \$2.65 a pound.

The Colombian Government said that the exporters' "speculative move" resulted in a build-up of coffee-bean stocks in that country at a time when some other major producers were selling all their available supplies at an average price of \$2.50 a pound. Colombia is the world's second largest coffee producer.

At present, Colombia is expected to have an abundant forthcoming harvest. Colombian coffee prices, meanwhile, have dropped to about \$1.35 a pound, offered to the New York market.

**Mexican demand: Mexican Coffee**

Institute marketing manager Mr. Daniel Morales has said Mexico is standing firmly by the decision of other midlands producers to suspend exports until world coffee prices recover.

Referring to alleged reports that Mexico had shipped coffee through Nuevo Laredo, in the state of Tamaulipas, he said in a comment that Mexico has not authorized any new sales abroad. Producers to meet: Representatives from 19 African coffee producing countries are to meet in Kinshasa next week for a six-day conference to review market trends.

The countries belong to the Inter-African Coffee Organization, which is holding its 17th general assembly from Monday to November 5, the agency said. The organization's executive board will meet on Tuesday to prepare for the assembly.

The following countries belong to the organization: Angola, Benin (formerly Dahomey), Burundi, Cameroon, Congo, Ivory Coast, Ethiopia, Gabon, Kenya, Liberia, Madagascar, Nigeria, Central African Empire, Rwanda, Sierra Leone, Tanzania, Togo, Uganda and Zaïre.

Ivory Coast denied: The Ivory Coast Commodities Marketing Board has denied overseas market rumours that the Ivory Coast had offered current crop coffee and said all sales were stopped last April following a slump in prices.

It also denied rumours that the Ivory Coast had opened registrations for October, November and December at 167 cents c.i.f.

## Foreign Exchange

After rising early to \$1.775, the pound was progressively lower yesterday to touch a day's "low" of \$1.771 before closing three points better at \$1.770. Its effective level in the currency basket eased to 62.5 from 62.6.

Business was more active than recently, with the Bank of England operating both ways on a profitable basis, dealers reckoned, in an attempt to iron-out the "bumps". Fluctuations were wider than usual.

The dollar began on an easier note, and was already well off the bottom when the much smaller amount of United States trade in Kinshasa for September brought a sharp rally.

Gold sold \$3 an ounce to close in London at \$159.575.

## Spot Position of Sterling

Marked rates: Sterling 1.770, 1.771, 1.772, 1.773, 1.774, 1.775, 1.776, 1.777, 1.778, 1.779, 1.780, 1.781, 1.782, 1.783, 1.784, 1.785, 1.786, 1.787, 1.788, 1.789, 1.790, 1.791, 1.792, 1.793, 1.794, 1.795, 1.796, 1.797, 1.798, 1.799, 1.800, 1.801, 1.802, 1.803, 1.804, 1.805, 1.806, 1.807, 1.808, 1.809, 1.810, 1.811, 1.812, 1.813, 1.814, 1.815, 1.816, 1.817, 1.818, 1.819, 1.820, 1.821, 1.822, 1.823, 1.824, 1.825, 1.826, 1.827, 1.828, 1.829, 1.830, 1.831, 1.832, 1.833, 1.834, 1.835, 1.836, 1.837, 1.838, 1.839, 1.840, 1.841, 1.842, 1.843, 1.844, 1.845, 1.846, 1.847, 1.848, 1.849, 1.850, 1.851, 1.852, 1.853, 1.854, 1.855, 1.856, 1.857, 1.858, 1.859, 1.860, 1.861, 1.862, 1.863, 1.864, 1.865, 1.866, 1.867, 1.868, 1.869, 1.870, 1.871, 1.872, 1.873, 1.874, 1.875, 1.876, 1.877, 1.878, 1.879, 1.880, 1.881, 1.882, 1.883, 1.884, 1.885, 1.886, 1.887, 1.888, 1.889, 1.890, 1.891, 1.892, 1.893, 1.894, 1.895, 1.896, 1.897, 1.898, 1.899, 1.900, 1.901, 1.902, 1.903, 1.904, 1.905, 1.906, 1.907, 1.908, 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2.052, 2.053, 2.054, 2.055, 2.056, 2.057, 2.058, 2.059, 2.060, 2.061, 2.062, 2.063, 2.064, 2.065, 2.066, 2.067, 2.068, 2.069, 2.070, 2.071, 2.072, 2.073, 2.074, 2.075, 2.076, 2.077, 2.078, 2.079, 2.080, 2.081, 2.082, 2.083, 2.084, 2.085, 2.086, 2.087, 2.088, 2.089, 2.090, 2.091, 2.092, 2.093, 2.094, 2.095, 2.096, 2.097, 2.098, 2.099, 2.100, 2.101, 2.102, 2.103, 2.104, 2.105, 2.106, 2.107, 2.108, 2.109, 2.110, 2.111, 2.112, 2.113, 2.114, 2.115, 2.116, 2.117, 2.118, 2.119, 2.120, 2.121, 2.122, 2.123, 2.124, 2.125, 2.126, 2.127, 2.128, 2.129, 2.130, 2.131, 2.132, 2.133, 2.134, 2.135, 2.136, 2.137, 2.138, 2.139, 2.140, 2.141, 2.142, 2.143, 2.144, 2.145, 2.146, 2.147, 2.148, 2.149, 2.150, 2.151, 2.152, 2.153, 2.154, 2.155, 2.156, 2.157, 2.158, 2.159, 2.160, 2.161, 2.162, 2.163, 2.164, 2.165, 2.166, 2.167, 2.168, 2.169, 2.170, 2.171, 2.172, 2.173, 2.174, 2.175, 2.176, 2.177, 2.178, 2.179, 2.180, 2.181, 2.182, 2.183, 2.184, 2.185, 2.186, 2.187, 2.188, 2.189, 2.190, 2.191, 2.192, 2.193, 2.194, 2.195, 2.196, 2.197, 2.198, 2.199, 2.200, 2.201, 2.202, 2.203, 2.204, 2.205, 2.206, 2.207, 2.208, 2.209, 2.210, 2.211, 2.212, 2.213, 2.214, 2.215, 2.216, 2.217, 2.218, 2.219, 2.220, 2.221, 2.222, 2.223, 2.224, 2.225, 2.226, 2.227, 2.228, 2.229, 2.230, 2.231, 2.232, 2.233, 2.234, 2.235, 2.236, 2.237, 2.238, 2.239, 2.240, 2.241, 2.242, 2.243, 2.244, 2.245, 2.246, 2.247, 2.248, 2.249, 2.250, 2.251, 2.252, 2.253, 2.254, 2.255, 2.256, 2.257, 2.258, 2.259, 2.260, 2.261, 2.262, 2.263, 2.264, 2.265, 2.266, 2.267, 2.268, 2.269, 2.270, 2.271, 2.272, 2.273, 2.274, 2.275, 2.276, 2.277, 2.278, 2.279, 2.280, 2.281, 2.282, 2.283, 2.284, 2.285, 2.286, 2.287, 2.288, 2.289, 2.290, 2.291, 2.292, 2.293, 2.294, 2.295, 2.296, 2.297, 2.298, 2.299, 2.300, 2.301, 2.302, 2.303, 2.304, 2.305, 2.306, 2.307, 2.308, 2.309, 2.310, 2.311, 2.312, 2.313, 2.314, 2.315, 2.316, 2.317, 2.318, 2.319, 2.320, 2.321, 2.322, 2.323, 2.324, 2.325, 2.326, 2.327, 2.328, 2.329, 2.330, 2.331, 2.332, 2.333, 2.334, 2.335, 2.336, 2.337, 2.338, 2.339, 2.340, 2.341, 2.342, 2.343, 2.344, 2.345, 2.346, 2.347, 2.348, 2.349, 2.350, 2.351, 2.352, 2.353, 2.354, 2.355, 2.356, 2.357, 2.358, 2.359, 2.360, 2.361, 2.362, 2.363, 2.364, 2.365, 2.366, 2.367, 2.368, 2.369, 2.370, 2.371, 2.372, 2.373, 2.374, 2.375, 2.376, 2.377, 2.378, 2.379, 2.380, 2.381, 2.382, 2.383, 2.384, 2.385, 2.386, 2.387, 2.388, 2.389, 2.390, 2.391, 2.392, 2.393, 2.394, 2.395, 2.396, 2.397, 2.398, 2.399, 2.400, 2.401, 2.402, 2.403, 2.404, 2.405, 2.406, 2.407, 2.408, 2.409, 2.410, 2.411, 2.412, 2.413, 2.414, 2.415, 2.416, 2.417, 2.418, 2.419, 2.420, 2.421, 2.422, 2.423, 2.424, 2.425, 2.426, 2.427, 2.428, 2.429, 2.430, 2.431, 2.432, 2.433, 2.434, 2.435, 2.436, 2.437, 2.438, 2.439, 2.440, 2.441, 2.442, 2.443, 2.444, 2.445, 2.446, 2.447, 2.448, 2.449, 2.450, 2.451, 2.452, 2.453, 2.454, 2.455, 2.456, 2.457, 2.458, 2.459, 2.460, 2.461, 2.462, 2.463, 2.464, 2.465, 2.466, 2.467, 2.468, 2.469, 2.470, 2.471, 2.472, 2.473, 2.474, 2.475, 2.476, 2.477, 2.478, 2.479, 2.480, 2.481, 2.482, 2.483, 2.484, 2.485, 2.486, 2.487, 2.488, 2.489, 2.490, 2.491, 2.492, 2.493, 2.494, 2.495, 2.496, 2.497, 2.498, 2.499, 2.500, 2.501, 2.502, 2.503, 2.504, 2.505, 2.506, 2.507, 2.508, 2.509, 2.510, 2.511, 2.512, 2.513, 2.514, 2.515, 2.516, 2.517, 2.518, 2.519, 2.520, 2.521, 2.522, 2.523, 2.524, 2.525, 2.526, 2.527, 2.528, 2.529, 2.530, 2.531, 2.532, 2.533, 2.534, 2.535, 2.536, 2.537, 2.538, 2.539, 2.540, 2.541, 2.542, 2.543, 2.544, 2.545, 2.546, 2.547, 2.548, 2.549, 2.550, 2.551, 2.552, 2.553, 2.554, 2.555, 2.556, 2.557, 2.558, 2.559, 2.560, 2.561, 2.562, 2.563, 2.564, 2.565, 2.566, 2.567, 2.568, 2.569, 2.570, 2.571, 2.572, 2.573, 2.574, 2.575, 2.576, 2.577, 2.578, 2.579, 2.580, 2.581, 2.582, 2.583, 2.584, 2.585, 2.586, 2.587, 2.588, 2.589, 2.590, 2.591, 2.592, 2.593, 2.594, 2.595, 2.596, 2.597, 2.598, 2.599, 2.600, 2.601, 2.602, 2.603, 2.604, 2.605, 2.606, 2.607, 2.608, 2.609, 2.610, 2.611, 2.612, 2.613, 2.614, 2.615, 2.616, 2.617, 2.618, 2.619, 2.620, 2.621, 2.622, 2.623, 2.624, 2.625, 2.626, 2.627, 2.628, 2.629, 2.630, 2.631, 2.632, 2.633, 2.634, 2.635, 2.636, 2.637, 2.638, 2.639, 2.640, 2.641, 2.642, 2.643, 2.644, 2.645, 2.646, 2.647, 2.648, 2.649, 2.650, 2.651, 2.652, 2.653, 2.654, 2.655, 2.656, 2.657, 2.658, 2.659, 2.660, 2.661, 2.662, 2.663, 2.664, 2.665, 2.666, 2.667, 2.668, 2.669, 2.670, 2.671, 2.672, 2.673, 2.674, 2.675, 2.676, 2.677, 2.678, 2.679, 2.680, 2.681, 2.682, 2.683, 2.684, 2.685, 2.686, 2.687, 2.688, 2.689, 2.690, 2.691, 2.692, 2.693, 2.694, 2.695, 2.696, 2.697, 2.698, 2.699, 2.700, 2.701, 2.702, 2.703, 2.704, 2.705, 2.706, 2.707, 2.708, 2.709, 2.710, 2.711, 2.712, 2.713, 2.714, 2.715, 2.716, 2.717, 2.718, 2.719, 2.720, 2.721, 2.722, 2.723, 2.724, 2.725, 2.726, 2.727, 2.728, 2.729, 2.730, 2.731, 2.732, 2.733, 2.734, 2.735, 2.736, 2.737, 2.738, 2.739, 2.740, 2.741, 2.742, 2.743, 2.744, 2.745, 2.746, 2.747, 2.748, 2.749, 2.750, 2.751, 2.752, 2.753, 2.754, 2.755, 2.756, 2.757, 2.758, 2.759, 2.760, 2.761, 2.762, 2.763, 2.764, 2.765, 2.766, 2.767, 2.768, 2.769, 2.770, 2.771, 2.772, 2.773, 2.774, 2.775, 2.776, 2.777, 2.778, 2.779, 2.780, 2.781, 2.782, 2.783, 2.784, 2.785, 2.786, 2.787, 2.788, 2.789, 2.790, 2.791, 2.792, 2.793, 2.794, 2.795, 2.796, 2.797, 2.798, 2.799, 2.800, 2.801, 2.802, 2.803, 2.804, 2.805, 2.806, 2.807, 2.808, 2.809, 2.810, 2.811, 2.812, 2.813, 2.814, 2.815, 2.816, 2.817, 2.818, 2.819, 2.820, 2.821, 2.822, 2.823, 2.824, 2.825, 2.826, 2.827, 2.828, 2.829, 2.830, 2.831, 2.832, 2.833, 2.834, 2.835, 2.836, 2.837, 2.838, 2.839, 2.840, 2.841, 2.842, 2.843, 2.844, 2.845, 2.846, 2.847, 2.848, 2.849, 2.850, 2.851, 2.852, 2.853, 2.854, 2.855, 2.856, 2.857, 2.858, 2.859, 2.860, 2.861, 2.862, 2.863, 2.864, 2.865, 2.866, 2.867, 2.868, 2.869, 2.870, 2.871, 2.872, 2.873, 2.874, 2.875, 2.876, 2.877, 2.878, 2.879, 2.880, 2.881, 2.882, 2.883, 2.884, 2.885, 2.886, 2.887, 2.888, 2.889, 2.890, 2.891, 2.892, 2.893, 2.894, 2.895, 2.896, 2.897, 2.898, 2.899, 2.900, 2.901, 2.902, 2.903, 2.904, 2.905, 2.906, 2.907, 2.908, 2.909, 2.910, 2.911, 2.912, 2.913, 2.914, 2.915, 2.916, 2.917, 2.918, 2.919, 2.920, 2.921, 2.922, 2.923, 2.924, 2.925, 2.926, 2.927, 2.928, 2.929, 2.930, 2.931, 2.932, 2.933, 2.934, 2.935, 2.936, 2.937, 2.938, 2.939, 2.940, 2.941, 2.942, 2.943, 2.944, 2.945, 2.946, 2.947, 2.948, 2.949, 2.950, 2.951, 2.952, 2.953, 2.954, 2.955, 2.956, 2.957, 2.958, 2.959, 2.960, 2.961, 2.962, 2.963, 2.964, 2.965, 2.966, 2.967, 2.968, 2.969, 2.970, 2.971, 2.972, 2.973, 2.974, 2.975, 2.976, 2.977, 2.978, 2.979, 2.980, 2.981, 2.982, 2.983, 2.984, 2.985, 2.986, 2.987, 2.988, 2.989, 2.990, 2.991, 2.992, 2.993, 2.994, 2.995, 2.996, 2.997, 2.998, 2.999, 3.000, 3.001, 3.002, 3.003, 3.004, 3.005, 3.006, 3.007, 3.008, 3.009, 3.010, 3.011, 3.012, 3.013, 3.014, 3.015, 3.016, 3.017, 3.018, 3.019, 3.020, 3.021, 3.022, 3.023, 3.024, 3.025, 3.026, 3.027, 3.028, 3.029, 3.030, 3.031, 3.032, 3.033, 3.034, 3.035, 3.036, 3.037, 3.038, 3.039, 3.040, 3.041, 3.042, 3.043, 3.044, 3.045, 3.046, 3.047, 3.048, 3.049, 3.050, 3.051, 3.052, 3.053, 3.054, 3.055, 3.056, 3.057, 3.058, 3.059, 3.060, 3.061, 3.062, 3.063, 3.064, 3.065, 3.066, 3.067, 3.068, 3.069, 3.070, 3.071, 3.072, 3.073, 3.074, 3.075, 3.076, 3.077, 3.078, 3.079, 3.080, 3.081, 3.082, 3.083, 3.084, 3.085, 3.086, 3.087, 3.088, 3.089, 3.090, 3.091, 3.092, 3.093, 3.094, 3.095, 3.096, 3.097, 3.098, 3.099, 3.100, 3.101, 3.102, 3.103, 3.104, 3.105, 3.106, 3.107, 3.108, 3.109, 3.110, 3.111, 3.112, 3.113, 3.114, 3.115, 3.116, 3.117, 3.118, 3.119, 3.120, 3.121, 3.122, 3.123, 3.124, 3.125, 3.126, 3.127, 3.128, 3.129, 3.130, 3.131, 3.132, 3.133, 3.134, 3.135, 3.136, 3.137, 3.138, 3.139, 3.140, 3.141, 3.142, 3.143, 3.144, 3.145, 3.146, 3.147, 3.148, 3.149, 3.150, 3.151, 3.152, 3.153, 3.154, 3.155, 3.156, 3.157, 3.158, 3.159, 3.160, 3.161, 3.162, 3.163, 3.164, 3.165, 3.166, 3.167, 3.168, 3.169, 3.170, 3.171, 3.172, 3.173, 3.174, 3.175, 3.176, 3.177, 3.178, 3.179, 3.180, 3.181, 3.182, 3.183, 3.184, 3.185, 3.186, 3.187, 3.188, 3.189, 3.190, 3.191, 3.192, 3.193, 3.194, 3.195, 3.196, 3.197, 3.198, 3.199, 3.200, 3.201, 3.202, 3.203, 3.204, 3.205, 3.206, 3.207, 3.208, 3.209, 3.210, 3.211, 3.212, 3.213, 3.214, 3.215, 3.216, 3.217, 3.218, 3.219, 3.220, 3.221, 3.222, 3.223, 3.224, 3.225, 3.226, 3.227, 3.228, 3.229, 3.230, 3.231, 3.232, 3.233, 3.234, 3.235, 3.236, 3.237, 3.238, 3.239, 3.240, 3.241, 3.242, 3.243, 3.244, 3.245, 3.246, 3.247, 3.248, 3.249, 3.250, 3.251, 3.252, 3.253, 3.254, 3.255, 3.256, 3.257, 3.258, 3.259, 3.260, 3.261, 3.262, 3.263, 3.264, 3.265, 3.266, 3.267, 3.268, 3.269, 3.270, 3.271, 3.272, 3.273, 3.274, 3.275, 3.276, 3.277, 3.278, 3.279, 3.280, 3.281, 3.282, 3.283, 3.284, 3.285, 3.286, 3.287, 3.288, 3.289, 3.290, 3.291, 3.292, 3.293, 3.294, 3.295, 3.296, 3.297, 3.298, 3.299, 3.300, 3.301, 3.302, 3.303, 3.304, 3.305, 3.306, 3.307, 3.308, 3.309, 3.310, 3.311, 3.312, 3.313, 3.314, 3.315, 3.316, 3.317, 3.318, 3.319, 3.320, 3.321, 3.322, 3.323, 3.324, 3.325, 3.326, 3.327, 3.328, 3.329, 3.330, 3.331, 3.332, 3.333, 3.334, 3.335, 3.336, 3.337, 3.338, 3.339, 3.340, 3.341, 3.342, 3.343, 3.344, 3.345, 3.346, 3.347, 3.348, 3.349, 3.350, 3.351, 3.352, 3.353, 3.354, 3.355, 3.356, 3.357, 3.358, 3.359, 3.360, 3.361, 3.362, 3.363, 3.364, 3.365, 3.366, 3.367, 3.368, 3.369, 3.370, 3.371,







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# Director

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The Director advises and guides the Board in the formulation of policies and objectives and is accountable for their achievement, leading and directing an organisation with a staff of 1,000 and an annual expenditure budget of £35m. Collaboration and communication with the industry, Government ministries and agencies and other bodies and institutions concerned are important aspects.

Candidates will preferably have an engineering degree or professional qualification and be aged between 40 and 50. Their careers must provide evidence of high managerial, administrative and intellectual competence, within some organisation of substance, and an appreciation of the engineering industry and its training requirements.

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The Independent Broadcasting Authority will shortly be appointing a Director of Engineering to succeed Howard Steele. This Director is based at the Authority's Engineering headquarters at Crawley Court, near Winchester. Applications are also being invited from within the Authority.

This is one of the most senior posts in British broadcasting. The Authority's Engineering Division consists of some 950 staff and is responsible for the operation, maintenance, planning and construction of a growing network of television and radio transmitters (at present totalling about 400). The Division also includes an experimental and development department, an engineering information service, and sections concerned with liaison with programme companies about the technical standards of the Independent Television and Independent Local Radio services.

The salary will match the requirements of the post.



**INDEPENDENT BROADCASTING AUTHORITY**

Those interested should send their applications to Sir Brian Young, the Director General, at 70 Brompton Road, London, SW3 1EY as soon as possible, and in any event not later than 18th November.

The Law Society

C. £10,000

## SECRETARY, FINANCE AND ADMINISTRATION-DESIGNATE

Applications for the above post are invited from professionally qualified Accountants, preferably under the age of 50, and ideally with experience in commerce, industry and their profession, with a view to succeeding the present Secretary, Finance and Administration on his retirement.

The Secretary is responsible to the Secretary-General for all financial aspects of the work of The Society as a professional body and as the organisation responsible for the administration of legal aid in England and Wales. The post also covers the supervision of senior staff responsible for administration, personnel, library, catering, office management and other services and calls for the character and ability to work as a member of the senior management team.

Write for copy job description and application form, to be returned by 11th Nov., to: The Secretary-General, The Law Society, 113 Chancery Lane, London WC2A 1PL.

## Financial Controller

LONDON

We are the UK subsidiary of a major American company in the field of education with extensive operations around the world.

The position reports directly to the Divisional Controller in the USA. He/she will be completely responsible for the maintenance of financial reporting to both the USA and local operating management.

The successful candidate must be qualified (ACA or ACCA) with at least 2 years of post qualification experience as Chief Accountant or similar. The position requires initiative and ability to work to strict deadlines. Salary circa £7,000 p.a.

Please send detailed CV to CCM, Kern House, 61-62 Lincoln's Inn Fields, London, W.C.1, for the attention of Mr Justin.

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This extremely successful, internationally recognised young company is seeking an outstanding production manager. Preferred age 25-32 to give the opportunity to grow with this rapidly expanding company. There is a wide spectrum of products covering handbags, tweed jackets, belts, ties, etc., with the emphasis on high quality leather products. Most suitable background would probably be practical experience in development and of leather goods or allied trade, probably with business studies training. Services experience (i.e. work study, etc.) is unlikely to be suitable unless it is backed by practical experience with all the ability, drive, attention to detail and care in handling personnel that this entails. Our company operates in an attractive part of Somerset, south of Bath, and this gives an opportunity to the right person to settle in a good area with a company with prospects. Removal expenses paid. Salary £5,000 to £7,000 with car, pension and other benefits.

Please apply in writing to: Managing Director, Mulberry Company (Design) Ltd., Chilcompton, Near Bath, Somerset.

HARLOW DEVELOPMENT CORPORATION

## HEAD OF ESTATES SERVICES

Applications are invited for the post of Head of Estates Services. The successful applicant will head the Corporation's Estates Department until the wind-up of the Corporation, probably in 1980. At that stage it is expected that the Corporation's appreciable commercial and industrial assets will be taken over by the Commission for the New Towns and it is likely that the opportunity will then be available for the Head of Estates Services to transfer to the Commission.

Salary scale £7,194 to £7,845 plus £120 weighting allowance and supplement of £212 and £208.58 earnings related supplement per annum. Car allowance, superannuation scheme, free life assurance, generous re-location allowances. Flexible working hours.

Application forms and further particulars on application to General Manager, Harlow Development Corporation, Gate House, The High, Harlow, Essex CM20 1JL (Harlow 22001, ext. 228).

Closing date for receipt of applications 14th November, 1977. This advertisement appears with the agreement of The New Towns Staff Commission.

BUTTERWORTH

## Tax Technical Editor

A Technical Editor is needed in the Taxbooks Department to contribute to the daily running of the department and to the production of major tax encyclopaedias and publications for which he is responsible.

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Western Australia

## DIRECTOR

### WESTERN AUSTRALIAN ALCOHOL AND DRUG AUTHORITY

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#### QUALIFICATIONS:

Registered or eligible for registration in Western Australia as a Medical Practitioner. Preferably with higher qualifications in psychiatry or other relevant disciplines, and with a special interest in alcohol and drug dependency.

#### DUTIES:

Responsible for planning and directing all treatment programmes at three centres in the metropolitan area and for planning and management of programmes in country areas.

Act in a consultative capacity with Government departments, agencies, educational institutions and industrial bodies to establish programmes for prevention and treatment of alcohol and drug abuse.

The appointee will be required to lecture and provide advice on teaching procedures at hospitals and numerous social and voluntary agencies.

Undertake clinical work with patients as required.

#### CONDITIONS OF SERVICE:

Three months' long service leave after seven years continuous service, four weeks' annual leave plus 13 statutory public holidays, generous cumulative sick leave entitlements, superannuation benefits and other general conditions applicable to permanent public servants.

Should appointee prefer, a contract for a period of 2 to 3 years could be negotiated. The conditions of service would be the same although the appointee would be ineligible to join the superannuation fund.

Further information is available from the Migration Liaison Officer, Western Australian House, 115 Strand, London WC2R 0AJ.

#### TRANSPORT:

Passage for married appointee and dependent family under 16 years of age arranged, plus a reasonable amount for removal of essential personal effects, subject to the appointee entering into an agreement to serve the State for one to three years, according to amount of assistance given. Single persons receive assistance in the form of fares only.

#### GENERAL:

Motor vehicle supplied.

#### APPLICATIONS:

To state age, citizenship, qualifications and experience to: The Chairman, Western Australian Alcohol and Drug Authority, 25 Richardson Street, West Perth, Western Australia, 6005.

Applications close on December 17, 1977.



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Exmoor National Park

Annual Salary £8,622 x £222 (3) to £9,288 (plus £208 p.a. supplement)

Applications are invited for this post which is a statutory appointment under the provisions of Schedule 17 of the Local Government Act, 1972. The post requires a person of proven ability to organise and lead a team of officers of various disciplines. The successful applicant will negotiate at a senior level, with a variety of national and local interests, must establish good working relationships with local authorities and voluntary interests alike, be alive to the growing concern for conservation and the pressures for recreation and with reconciling these with the needs of those who live and work in the Park.

Proven experience in conservation, recreation and countryside activities is desirable and although the post is not restricted to any particular profession or discipline preference may be given to those qualified in Town and Country Planning and/or Land Agency with experience in local government or similar public employment.

Further details including application form and job specification are available from the Chief Executive, County Hall, Taunton (Tel: 0823 3451, Ext. 335). Applications must be received by Wednesday, 16th November.

## UNITED HOUSING ASSOCIATIONS TRUST

UHAT is a registered housing association providing, from offices in London and Manchester, a variety of services to other housing associations. An increasing workload has created a need for a

## Project Manager

to work in the London office in the management of the development of rehabilitation and new building projects. The successful applicant will have a sound technical knowledge of building construction. Professional qualifications and a familiarity with public sector housing would be an advantage.

The post is open to both male and female applicants.

Salary £5,000 p.a. plus 11% benefits.

Applications to TREVOR HENDY, RIBA

Project Director

UHAT

2/3 The Sanctuary, London SW1P 3JT.

BROMLEY LONDON BOROUGH

## EXPERIENCED SOLICITOR

required by medium sized firm with a view to early partnership. Main function: probate and trust work. Preferably aged 30-35.

Initial salary not less than £8,500 with very substantial rewards in prospect.

Applications to Box 2658 J. The Times.

## THE SPORTS COUNCIL

### DIRECTOR

The post of Director and Chief Executive of the Sports Council will become vacant early in 1978.

The Council is an independent body established by Royal Charter. It has responsibility for developing all aspects of sport and physical recreation and for allocating funds made available by HM Government for these purposes. The Sports Council has approximately six hundred staff serving the London based headquarters, nine English regions and six residential national sports centres.

The Director advises the Council on all matters of policy and carries out its decisions, has overall responsibility for the organisation and direction of the staff and, as Accounting Officer, is responsible to Government for financial control.

Applicants should have wide knowledge of the practice and organisation of sport and physical recreation and know something of its structure and development at home and overseas. Relevant administrative experience and familiarity with the functions of central and local government are essential. It would be helpful if the applicant had experience in the control of a dispersed organisation.

The post, which is at executive directing level in Civil Service grading terms, attracts a salary of £12,000. A review of the grading is under consideration.

Applications in writing, giving full career details and indicating present salary, should be made before the 18th November to:

THE CHAIRMAN,  
THE SPORTS COUNCIL  
70 BROMPTON ROAD, LONDON SW3 1EX  
and should be marked "Personal".

## SOCIAL SERVICES RESEARCH & MANAGEMENT

£8,920-£10,470

London

The DHSS commissions a substantial programme of research from Universities and Independent Institutes. Each major area of this programme is the concern of a Research Liaison Group responsible for policy interests and for research management which entails discussing potential research, considering research proposals, maintaining contact with research in progress, dealing with results, and maintaining links with policy divisions.

The Social Work Service has particular responsibility for the interests of the Social Services in the research programme. The Principal Social Work Service Officer now sought will be responsible, after consultation with colleagues, for the Social Work Service's contribution to the research liaison system and will have a lead

responsibility in some research liaison groups. The successful candidate will deal with the Directors of Research and other academics on behalf of the Department, take a special interest in the relationship of research to planning and co-ordinate the work of a small group of Social Work Service Officers.

Candidates (necessarily aged at least 30) must have an appropriate degree or a recognised social work qualification, and substantial experience in research in field or academic setting.

Starting salary within the graded range: Promotion prospects. Non-contributory pension scheme.

For full details and an application form, write to Civil Service Commission, Attention: Liaison, Recruitment, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

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Initial remuneration £10,500 to £13,000 tax free depending on experience and qualifications. In addition free company accommodation, company car and six weeks' home leave per annum.

Our manpower programme for 1978 requires a number of civil engineers, geologists and laboratory technicians and applicants are welcome to apply now.

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with valid B707 endorsement.

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Personnel Manager, KENYA AIRWAYS,

PO Box 19002, NAIROBI, KENYA

so as to reach



## £6,000 plus Appointments

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We wish to increase the size of our Pension Department and are seeking a collector or barrister or an applicant otherwise skilled in the pension field with experience in drafting and settling of pension schemes for industrial companies.

The successful applicant will work directly for two partners specialising in this field. A high volume of work is anticipated and a knowledge of all the current legislation and practice essential. The successful applicant will have every opportunity to carry responsibility and show initiative. A first class salary will be offered having regard to age and experience.

Please write with full details of age, education and experience to:

B. P. Mayo, Esq.,  
LINKLATER & PAINES,  
Barrington House, 55/57 Gresham Street,  
LONDON EC2V 7JA.

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Salary plus Benefits in excess of \$20,000 Tax Free

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Please apply in confidence enclosing Curriculum Vitae to Box 2857 J, The Times.

## Appointments Vacant

PUBLIC AND EDUCATIONAL APPOINTMENTS

## COLLEGE OF LIBRARIANSHIP WALES

Research and Higher Qualifications in

## LIBRARY AND INFORMATION STUDIES

The College invites enquiries from graduate qualified Librarians or Fellows of the Library Association who wish to pursue research leading to the degree of Master of Librarianship (M.Lib.).

Research may be undertaken either on a full-time basis or externally. The College offers research students a full range of supervisory, bibliographical and other services.

Similar arrangements are offered to Chartered Librarians who wish to pursue research leading to the Fellowship of the Library Association.

For further details write to:

The Registrar, College of Librarianship Wales, Llanbedern  
Aberystwyth, SY23 3AS. Telephone: Aberystwyth  
(0970) 3181.

## Broadcasting

The World of Miss Pam Ayres continues to be something of a taste that I have not quite acquired. But lots have, and she certainly has verve. Horizon's film report on crocs and alligators is less anthropomorphic than the blurb in Radio Times suggests. Particularly memorable is the sequence in which a Nile crocodile, one of the world's largest reptiles, gently cracks an egg to help its offspring to emerge and then carries it off carefully in its mouth.—I.R.R.

## 3C1

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## BRITISH MUSEUM

## Research Assistants

## ORIENTAL ANTIQUITIES

There is a vacancy in each of the following cultures:

Chinese: concerns antiquities and paintings, with a special interest in Chinese ceramics. Candidates must have a good knowledge of written Chinese and preferably have an honours degree in the language.

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Duties of both posts include documentation of the collection, public enquiries, bibliography, research for exhibitions, writing and preparing publications and giving public lectures.

SALARY: as RA Grade I £23,200-£25,440 or RA Grade II £20,740-£24,510. Level of appointment and starting salary according to age, qualifications and experience. Non-contributory pension scheme.

For further details and an application form (to be returned by 22 November 1977) write to: Civil Service Commission, Ancient Library, 100, Strand, London WC2R 2EJ, or telephone 01-632 4551 (press 2) (evening service telephone 01-632 4551).

Please quote ref G120 322.

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Telephone 520 1744

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## GENERAL VACANCIES

PERSONAL CHAUFFEUR required. Preferable with experience of driving a Rolls-Royce Phantom. To be available for 12 months, starting on 1 November 1977. Salary £10,000 per annum. Apply to: Mr. J. H. Smith, 10, Whitehall, London SW1A 2DY.

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A sub-editor is required to edit the Higher Education Supplement. The successful candidate will be responsible for the content and style of the supplement. Applications should be sent to the Editor, Higher Education Supplement, The Times, 1, London Square, London EC4A 3DF, by 15 October 1977.

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## GENERAL VACANCIES

## SENIOR SALES PERSON

25-35 years of age, required for established company. The successful candidate will be responsible for the sales of the company's products. Applications should be sent to the Director of Sales, 10, Whitehall, London SW1A 2DY, by 15 October 1977.

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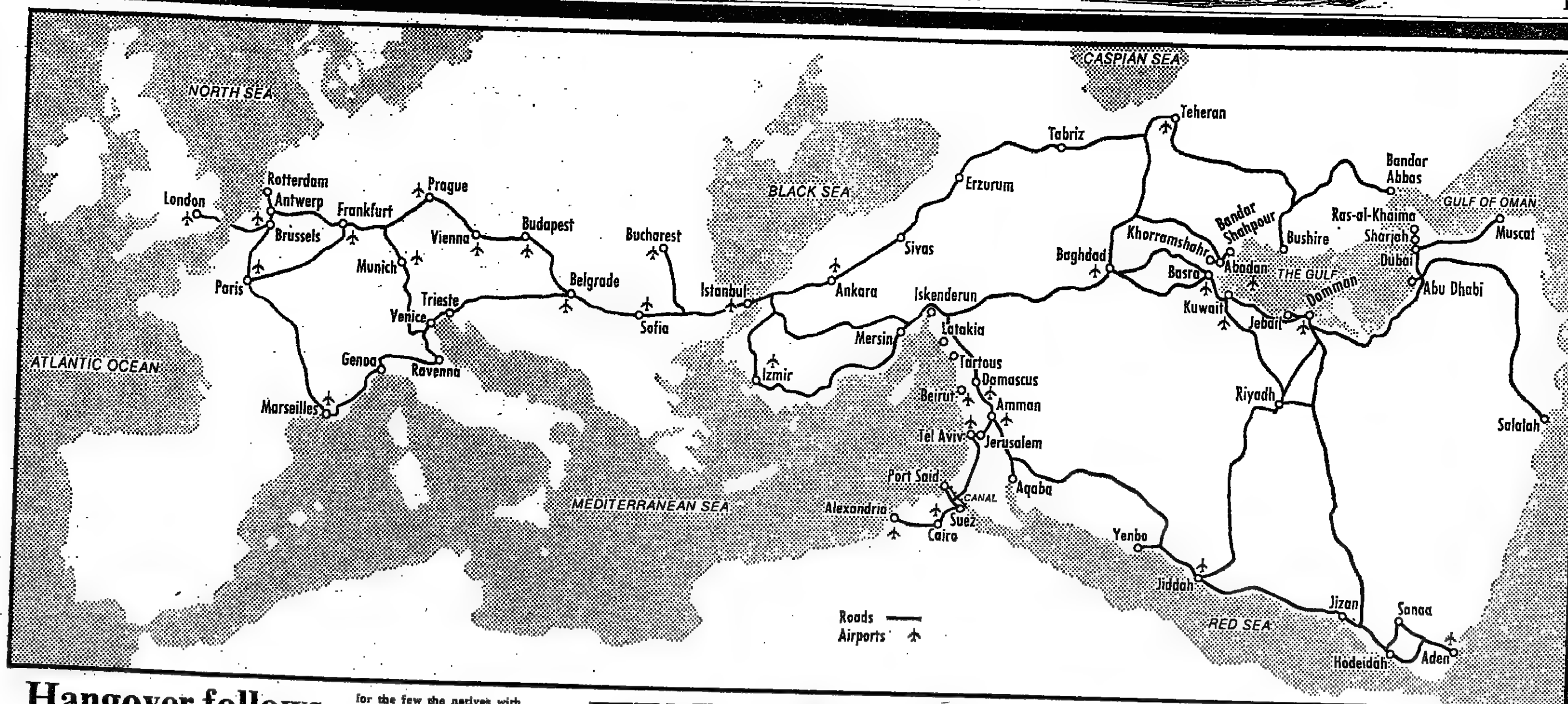
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## Hangover follows the binge

by Michael Bailey

In the history of world trade there has probably never been an upheaval quite so sudden and sharp as that in the Middle East during the past five years.

Until fairly recently the entire area, from Teheran in the north to Aden in the south, from Muscat in the east to Aqaba in the west, was a complete backwater in world trade terms with the single exception of oil. It comprised a million square miles of arid and unproductive land, sparsely inhabited by ancient peoples whose lives were barely touched by the world outside.

A ring of small ports dotted in the sun: Aqaba, Yenbo and Jiddah down the east bank of the Red Sea; Aden for bunkers at its

southern tip; Muscat, Dubai, Doha, Bahrain, Dammam, and Kuwait up the west side of the Gulf. There were also Basra, Khorramshahr and Abadan at its head; and Bandar-e-Shahpur, Bushire, and Bandar Abbas down the east. Most consisted of one or two jetties, some small sheds and lighters, and roads which soon petered out. For airlines, it was an important crossroads; but local traffic in passengers and freight was negligible.

Oil had flowed in modest quantities since the First World War, less modest since the second, but little of the wealth it represented filtered back to the local economies. External trade consisted in the main of dates, skins, carpets, shells and gum arabic outward; and inward, of capital and consumer goods for the oil industry and its largely expatriate staff, and

for the few the natives with both the mind and the money to buy them.

The first foretaste of change occurred in the early 1950s when Iran nationalised oil, to be confirmed in 1960 when Opec was formed. But though some regimes then began to think for the first time of planned development of their economies, the effect on external trade was at first small, so that when in the mid-1960s a far-sighted Shaikh of Dubai decided to build a modern 15-berth port he was laughed at. Who could imagine 15 ships at a time (always excluding tankers, which still remained a separate matter) in any Middle Eastern port?

It was from such a scene that in 1973 the balloon went up. The price of oil rose five-fold, and the producer states vastly increased their share of it. Suddenly they were rich, and what followed could be described either as sharply accelerated development, or as a colossal binge accompanied inevitably in the circumstances, by violent indiges-

## THE GREAT FREIGHT RACE

The rise in imports by the oil-rich countries of the Middle East over the past five years is probably unprecedented in the history of world trade. Speed in meeting demands for capital and consumer goods is of key importance in winning orders. This SPECIAL REPORT looks at the methods used by European exporters to get their wares to the client on time.

Between 1972 and 1976 was, hardly surprisingly, what had been bought. Apart from a trickle by road from Britain's exports to the area increased fourfold (to more than £3,000m last year), and by sea, into ports which within months of the upsurge in 1974 were completely swamped. By 1975 there were 50 to 100 ships queuing outside Jiddah, some of which would wait more than three months to discharge. It was not merely a matter of the ports' physical inability to accept ships and cargo waiting at their door; the mad scramble to buy cargo waiting at their door; the mad scramble to deliver

and internal distribution networks was equally marked as, perhaps even more important, was the inability of domestic commerce and bureaucracy to respond to the totally unprecedented demands being made on them.

It was chaos—but chaos with a difference. Shaikhs did not care to wait three months for their new Rolls-Royce; nor were construction firms facing heavy penalties clauses prepared to be held up by a vital piece of equipment. There were rich prizes for those who could find a way through the chaos, and new ways of freightage to the Middle East proliferated, by land, sea, and air, air/land, sea/land, and land/sea/land.

To conventional shipping were soon added cellular containerships and roll-on services: some through from Britain to the Middle East, some part-way (Marseilles - Jiddah) with land-legs at either end. Air traffic grew rapidly as each Middle East state embarked on a crash programme to develop an international airport.

In broad terms the choice facing a shipper in 1975 was of a three-month delay by sea, three weeks by overland, and three days by air. But a consignment that cost £2,000 to send by sea might cost £5,000 by land and £12,000 by air.

This leaves out of account another, often more vital factor to the exporter, reliability. Air might get goods to a Middle East airport in 36 hours, but from there on they encounter the same limitations of internal public services and bureaucracy as land or sea. Additional skills (or friends) were needed to penetrate the domestic jungle if the money spent on air freight was not to be wasted.

This applied even more to overland freight, which many shippers chose simply because it offered the hope of reliable door-to-door delivery. The saga of those early days, reminiscent of wagon trains in the opening days of America's Wild West, brought disillusionment to many.

Inexperienced drivers, inadequate planning and communication en route, lack of

breakdown services, border delays, poor roads, adverse weather in the 3,000-mile trek across Europe and down through Asia Minor meant that many of those loads arrived late, damaged, or not at all.

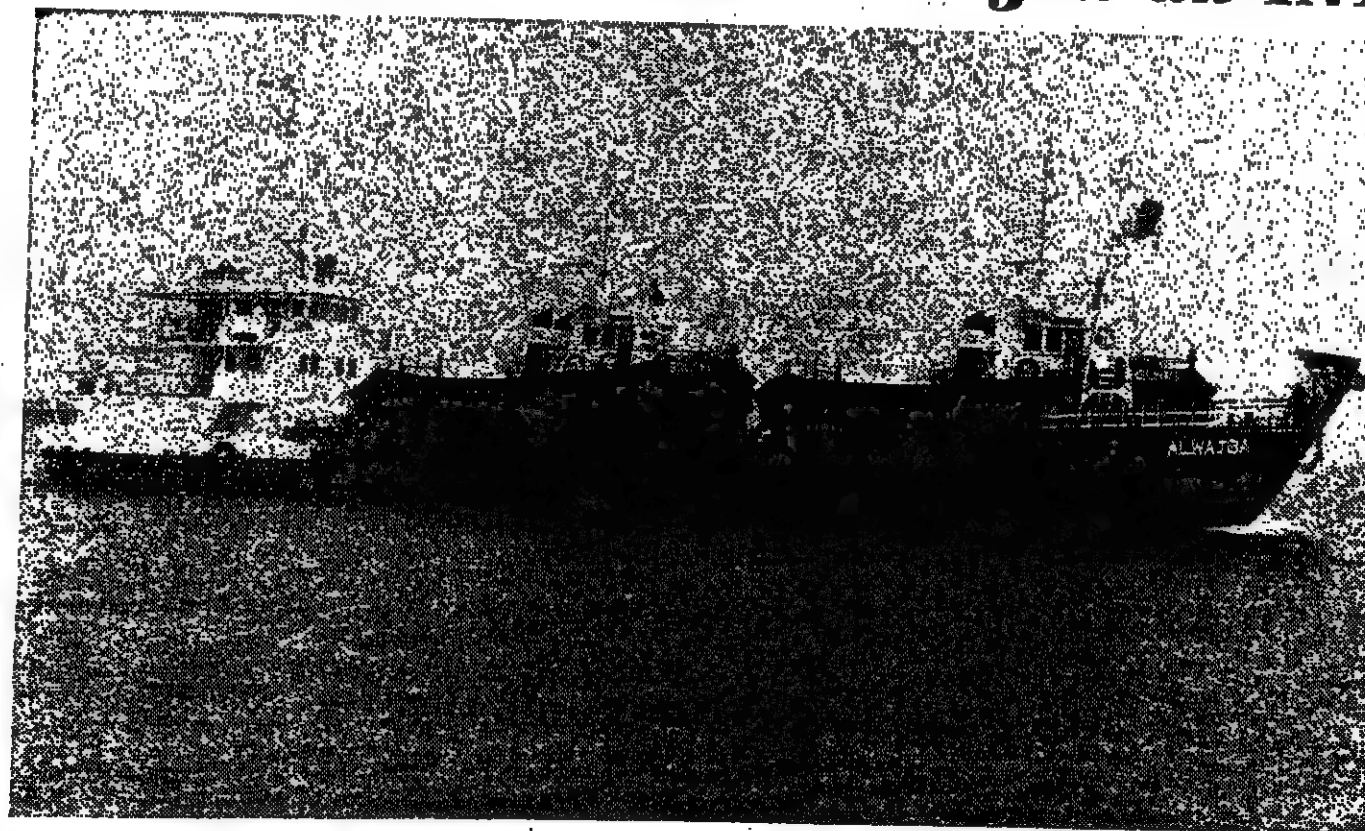
The conventional shipping services, which had after all been doing the job on their own for a century, marked time at first, apart from applying huge surcharges, more than doubling the freight rate, to recoup the cost of having ships lying around idle outside Middle East ports. This gave just the opening that was needed to outsider lines, primarily roll-on, roll-off, which were welcomed by both shippers and port authorities for their ability to offer fast turnaround and high productivity.

Others provided container and LASH (lighter aboard ship) services in a challenge to which the established lines, including Britain's Cunard, P & O, Ocean, and Ellerman, responded in turn with container or mixed ships, either on their own

continued on page 111

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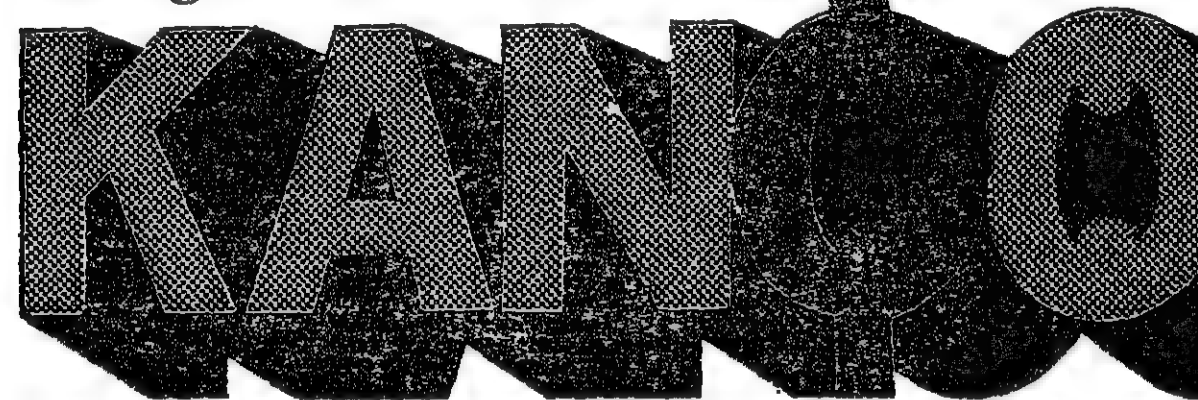
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Linking the world to Saudi Arabia and the Gulf



by Paul Routledge

The reopening of the Suez Canal led to a boom in shipping from Europe to Iran, Saudi Arabia, and the Gulf states that almost rivalled the increase in oil prices. And advances in ship-handling techniques have gone hand in hand with the expansion of trade.

The roll-on, roll-off container revolution that has changed the style of sea trading elsewhere in the world was rather late working its way into the Middle East. But they are making up for it now, as local merchants realised the value of loading cargo and dragging it off the ship into the twentieth century.

The boom has created its own troubles. Congestion in the Red Sea and Gulf ports was the most critical, but this has eased a good deal over the past year, and in any case even the roll-on, roll-off and container ships were given priority over conventional cargo ships because of their ease of unloading.

There are now voices of caution about the pace of the new traffic. Mr A. D. Donald, general manager, operations, of the Mersey

Docks and Harbour Company, urged thorough planning before any new cargo-handling techniques were introduced into the area.

Many shipping lines now offer container services to a list of ports in the Middle East which almost weekly grows longer. About 20 market leaders handle about 23,000 of the 25,000 containers on the move between Europe and the Middle East.

They have a lot on their hands. Trade with the oil states went through a phenomenal increase. British exports to Saudi Arabia doubled last year to £446m, although there is now something of a slow-down prompted by the difficulties in disposing of such a huge volume of imports and a more mature attitude to the pace of economic and social advancement among the Arab governments.

Customers now have a more flexible approach to their shipping needs. For instance, CAMEL (Cunard Arabian Middle East Line) is operating to Hodeida, port of North Yemen, as well as Jeddah and Aden. It offers a wide variety of containers from open-top and self-insulated boxes to refrigerated ones. That variety is reflected in the range

## SHIPPING

# Containers make expansion of trade possible

of cargoes, from cement to ice cream.

The service was started with Jeddah Crown, a 6,500-ton Strider-class ship, and since its inauguration it has been expanded with two new vessels, Agaba Crown and Saudi Crown, offering a 10-day sailing frequency through Felixstowe and Rotterdam. Cunard has not neglected the organizational side, which can be critical in the Middle East. Its vessels are backed up by a competent box handling system at its ports of call.

Medtainer Line, part of the National Shipping Company of Lebanon, started the Middle East container revolution with the Cheshire Venture four years ago, then a fortnightly service to the eastern Mediterranean ports. Most of the traffic initially went through Beirut until the Suez Canal was cleared.

Medtainer was one of the first container operators through the canal, moving into the Red Sea ports. The company now offers a seven-day service alternately from Liverpool and Felixstowe to Aden, Jeddah, Sharjah, Dammam and Kuwait.

Blue Funnel, a shipper to Jeddah for nearly a century, started containerization in Saudi Arabia only this year, but now offers a fortnightly roll-on, roll-off service there with two bow-door cellular vessels able to roll boxes on to the quay and stack them alongside the ship.

FOSS (Fred Olsen Seaford) runs a 14-day service out of Felixstowe and Rotterdam to Dubai, Dammam, Abu Dhabi and Doha, and a weekly run to Jeddah.

These direct sailings to ports in the Red Sea and the Gulf are supplemented by regular services to ports in the eastern Mediterranean for onward haulage. Manchester Lines, for example, offers a 10-day service to Jeddah and Aden, and Beirut with connecting road services to Iranian cities like Tehran and Tabriz.

The challenge of doing business in these countries should not be underestimated. A Middle East expert with Sea Containers,



Conventional freighters wait their turn at Jeddah while a roll-on, roll-off ship steams in to take priority.

A London-based firm, said: "Most people find that the Saudis have a British sense of humour which makes it easier to do business with them. They are hard bargainers but when they make a bargain they stick to it, pay on time and expect delivery on time."

"They are very conscious of needing British expertise, but it is important to send out the right kind of man because of their different customs which must be observed."

The author is Labour Editor, The Times.

## Port facilities testify to confidence

Among the unexpectedly luxuriant foliage of Khor Fakkan, the developing port on the Indian Ocean side of the United Arab Emirates, are several hundred new but unoccupied houses. They are a silent testament to confidence in port development in the Gulf. Dock construction is proceeding at great pace.

To some extent, this is a reflection of the rule that no country, however small, can do without a prestige port project. But it is also a fact of life that oil wealth is sucking in traffic that simply could not be handled by the traditional dhows that hitherto passed for ports.

Khor Fakkan is typical of the boom in shipping facilities. Constructed in a natural deep-water area, 85 miles east of Sharjah, and connected by road to the big cities of the United Arab Emirates, it will have when completed a 1,300ft quay frontage capable of taking two large container ships. Two 40-ton ship-shore container cranes and four rail-mounted terminal stacking cranes will serve a container parking area capable of taking 1,500 large containers.

The new port is designed to eliminate the need to sail up and down the congested shipping lanes of the Gulf to reach the ports around its border. But the optimism about the growth of shipping has not discouraged port-builders higher up the Gulf. Iran has just signed a £1,150m contract with the American firm of Brown and Root to build a new port facility at Shababar, under the first barrier arrangement reached with the Middle East. The Texan firm will be paid in oil.

Khor Fakkan, the Indian Ocean port of Sharjah, will be run by Seastar, the American company managing Port Khalid, and equipped with these two facilities the emirate hopes to tempt much of the traffic that would otherwise go up the Gulf to other UAE—and quite possibly Saudi—ports into its freight operation on the expanding road network, Khor Fakkan also has the advantage of avoiding the politically sensitive Strait of Hormuz.

The richest of the Emirates, Abu Dhabi, seems unconcerned by the frenzy of building lower down the Gulf. Port Zayed, which five years ago had only three berths, is expanding rapidly on reclaimed land, and by the end of the year should have 21 berths in operation.

A further eight are planned in the development up to the end of 1979. Not content with this Abu Dhabi is planning a rival to Dubai's industrial complex at Al Ruwais, not far from the present oil terminal of Jebel Dhanna. The port will be connected to a £1,200m industrial complex with steel mills, a refinery and other factories.

But if the traffic build-up is greatest in Saudi Arabia the expansion of port facilities must be in the United Arab Emirates. Along its coastline docks are climbing out of the water at incredible speed.

Port Rashid, in Dubai, was a creek opened up to the big, graceful Arab dhows only 20 years ago. Now it has 19 berths taking four million tons of cargo a year. When the £200m investment programme is completed, there will be 37 berths and the port will be capable of handling 13 mil-

lion tons a year. Two container cranes have been commissioned, and three heavy-lift cranes handle the stacking. Sheikh Rashid bin Sayed el Maktum is also proceeding with plans for a new port linked to an industrial complex at Jebel Ali, about 20 miles up the coast from Dubai. This giant complex is designed to have a 74-berth port serving its petrochemical and metal working industries.

Away in the other direction, the port of Sharjah has got into the container revolution rather late but effectively, with two cranes supplied by Sea Containers, a London-based container leasing and shipping firm.

Port Khalid is being expanded rapidly, and should have nine berths available by the end of the year. Two are already operating as a fully-equipped container terminal.

Saudi Arabia is probably experiencing the most difficult task in coping with increased traffic flow. After the Suez Canal reopened in June 1975, Jeddah, traditionally the most important Red Sea port and the pilgrim entrepot for Mecca, began to experience a huge build-up in shipment. Tonnage handled reached 5,400,000 last year, and is likely to rise to eight million or nine million this year.

Jeddah has a five-stage port development programme, and a new purpose-built container terminal is scheduled to begin operating in September 1978. Two container berths with 14 metres of water will carry at least two container cranes.

Jeddah may have the history, but it is now being challenged by Saudi Arabia's port on the Gulf, Dammam. In about six months, the port is expected to have operating two light-weight German container cranes, and the entire area is being rationalized under a £10m development programme.

The management of Dammam has been extensively reorganized by Gulf Management Services, a British consortium of Scruttons Malby, a London stevedoring firm, and the Mersey Docks and Harbour Company. The waiting time for ships has been reduced from 90 days to 12. A remarkable achievement in little more than a year.

When the construction work is complete, Dammam port will sit atop 800 acres of land reclaimed by dredging the Gulf. A two-mile-long breakwater will protect the seaward side.

Across the Gulf in Iran, the old port of Bandar-e Shapur consisting of eight wooden jetties, is being redeveloped. Two of the 14 new berths are already operating, and Japanese contractors hope to hand over two 40-ton Hitachi container cranes by the end of the year.

A new area set aside for container operators covers an area behind the berths, and the land has been given rent free for five years.

Overall, the Gulf-Red Sea picture is one of intense development. Each country is intent on having its own new port, leaving many shipping experts to argue that the Middle East will be oversupplied with berths before the end of the decade. Yet the pace of construction shows no sign of slackening.

P. R.



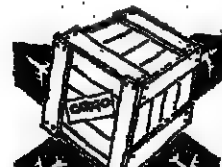
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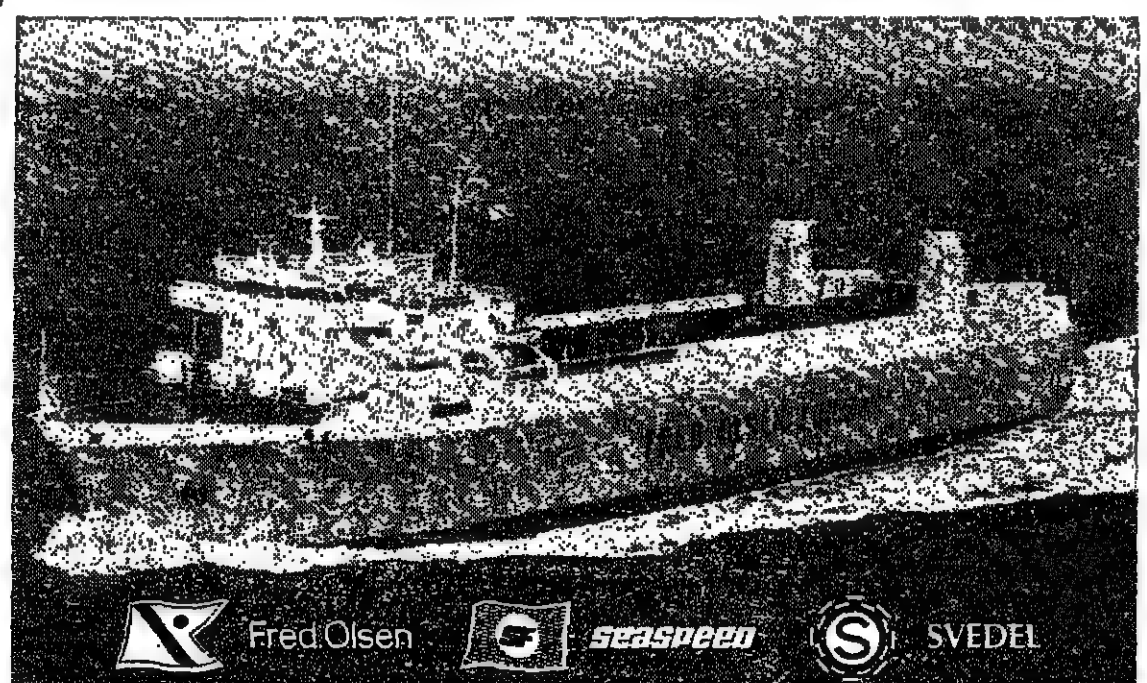
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## Beirut seeks new place in highly competitive world

by Margaret Greenhalgh

Neighbouring Mediterranean ports and newcomers in the Red Sea and the Gulf are challenging Beirut's resurgence as an important transit centre. The port, which reopened on December 15, 1976, emerged from the disruption of civil war to face vastly different external conditions from those before the war. Freight which might have been routed through Beirut overland to Saudi Arabia, Iraq, Iran, Jordan and Kuwait can now be taken direct by sea through a reopened Suez Canal.

The rapid easing of congestion over the past six months at Gulf and Red Sea ports has made the all-sea routes more viable. At the same time, Beirut is threatened with competition from the Turkish ports, Mersin and Iskenderun, and the Syrian ports, Tartus and Latakia. Freight was directed through these ports during the war, but not all of it will revert to Beirut.

Whether Beirut is able to withstand the strong competition will depend on plans for its rehabilitation. In June, Peat Marwick Mitchell & Co, British con-

sultants, completed a master plan for the port which included an economic forecast up to 1990. The study recommends the construction of a fully-equipped container terminal which would make Beirut the most important container port of the east Mediterranean.

The aim is to capture the growing container traffic, the increase in which was apparent before the war, and the trend has continued. One advantage of containers is that they are easily handled so Beirut could hope to achieve a rapid turnover.

Speed of service is essential if the sea-land route to hinterland Middle East destinations is to remain competitive with the all-sea routes. Finance for the rehabilitation plan is being negotiated with the World Bank and the Kuwait-based Social Development. The decision to go ahead with the plan now rests with the Lebanese Council for Reconstruction and Development.

Until the war, Beirut was a successful transit port. Of a total of about 3,600,000 tonnes of freight handled by the port in 1974, some 978,194 tonnes were transit freight and about 600,000 tonnes of this was for on-ward land transport. A large proportion of the transit trade was for Iraq and Saudi Arabia, with some for

Kuwait, Syria and Jordan. Not all the volume of freight handled before the war has yet gone back. The port is estimated to be handling about one-third of the pre-war volume. It will probably not attain the 1974 level until 1979. It is difficult to assess what proportion of the future traffic will be transit trade. The opening of alternative routes to Middle East hinterland destinations suggest that although some transit trade can be expected to return to Beirut, the rate of growth will be slower than before the war.

The fiercest challenge comes from the Gulf and the Red Sea. While these ports were either cut off by the closure of the Suez Canal or experiencing severe congestion delays, the sea-land route through the east Mediterranean was a tempting option. More efficient port management and the availability of new berths have considerably reduced congestion.

Most of the key ports in the region, Akaba, Jiddah, Dammam and some Iranian ports, are now free from this handicap. At the same time, new roll-on, roll-off and container services operating from European ports such as Felixstowe, Rotterdam, Venice or Marseilles to Gulf and Red Sea destinations, have proliferated.

The volume of freight is no longer sufficient to sustain the number of vessels on these routes and ship operators are now cutting their rates to capture the trade. This is not a temporary fluctuation. More services are being introduced and the number of new berths planned in the region exceeds requirements.

The combined effect of the easing of congestion and the drop in rates is that the all-sea routes are quicker and cheaper than they were even six months ago. The east Mediterranean routes may have lost some of their advantage. But the shipper does not always save time and money by sending his goods all the way by sea; speed and cost frequently depend on the freight's ultimate destination.

Where this is inland, it may be preferable to use an east Mediterranean service. This is particularly so for Iran. The Iranian ports of Bandar-e-Shapur and Bushehr are still a long way from Europe. London to an Iran port by sea may take 18 days, before the road stretch to Teheran is counted. This compares with 20 days from London to Teheran by Iskenderun, quoted by Ellerman/Prince. Containex Service, a new partnership between Ellerman City Liners and Prince Line of the Furness Withy Group.

There is not always a great deal to choose between the different routes. It is a question of finding the right balance between speed and cost. It may be cheaper to ship direct to Jiddah, for example, but more costly to haulage rates within Saudi Arabia are especially high.

Shipowners are under pressure to rationalize their trades and fit the most efficient route to a particular destination. The distinctions are fine and need not be to the detriment of the east Mediterranean.

Ellerman/Prince and Ellerman/Swath, a sister service which operates from Liverpool, are optimistic about the level of cargo being directed through the east Mediterranean and they plan to increase both capacity and frequency of the services. They are not the only operators to do so. The Mediterranean division of Manchester Liners on July 1 increased the frequency of its sailings to Malta, Cyprus, Greece, Turkey, Syria and Beirut.

The Italian lines are well-placed to offer a high-frequency sailing with a short transit time from southern Europe. Adriatica operates weekly departures from Venice, Trieste, Genoa and Marseilles to a variety of ports including Alexandria, Latakia, Limassol, Beirut and

Aqaba. Transit time from Genoa to Beirut is about three days. The Merzario Line, also of Italy, quotes four to five days from Ravenna to Beirut or from Ravenna to Latakia.

Beirut port has always had a reputation for efficiency but it has lost its lead at a time when competition is strong. While there are plans for its rehabilitation, there are also plans for the expansion of Akaba in Jordan which already takes a proportion of transit trade for Iraq. The Syrian five-year development plan 1976-80 provides for the expansion of handling capacity at Latakia to 3,500,000 tonnes a year from 1,500,000 tonnes in 1975 and for the expansion of capacity at Tartus to five million tonnes a year. The Turkish ports challenge the trade for Iraq and Iran.

Mediator Line, for example, which also calls at Beirut, routes cargo for Iraq through Mersin, Lebanon and Syria are well-placed geographically to take freight for Iraq but the instability of Iraqi-Syrian border relations has made shipowners hesitant to use this route. Confidence in Lebanon's own stability will be an important factor in encouraging the return of the transit trade.

The author is a staff writer, Middle East Economic Digest.

## Middle East the bright spot amid gloom

by Peter Hill

The maritime world is passing through a great crisis, with shipbuilders facing overcapacity for years ahead and shipowners having to grapple with generally low freight rates. Increased competition from Eastern block countries and the emergence of merchant fleets in developing countries. There have been some spectacular collapses, including the Maritime Fruit Carriers and the Norwegian Reiksten group, and there may be more.

But there has been one bright spot, the Middle East, where the effect of the four-fold increase in oil prices (which produced most of the troubles faced by the maritime industry) has provided benefits for those companies able to provide shipping services to the Middle East as the oil-producing nations channelled their oil revenues into development programmes and sharply raised the volume of their imports.

But the Middle East shows less promise than it did 18 months ago, with the volume of growth in trade slowing down and prompting worries of overcapacity on services ventures. One of the earlier ventures was a company established between Arya (51 per cent) and the Shipping Corporation of India (49 per cent) and titled Irano-Rind.

Early in 1976 a \$630m contract was signed for the joint venture company to carry 150m tons of iron ore slurry over 20 years from India to Iran. It was also envisaged that the joint venture company would operate in the general cargo trades as well as the bulk trades. This would involve a general cargo ship fleet of 150,000 tons dwt with the company expected to become involved in shipping between the Middle East and Japan.

The venture has not proved successful. The growth of the joint venture's fleet has been far less rapid than the original forecasts and further development of the company's operations in recent years is that of appears to have been influenced by concern that it could represent unnecessary competition for the state shipping line itself.

Iran also operates a joint venture company with Australian interests to transport agricultural and meat products from Australia to Iran. Apart from the tanker trades, and general cargo, another major area of interest to Iran is the shipment of liquefied natural gas. Iran's Pars gas field is the second largest in the world and if all the potential gas developments are carried through Iran will be an important shipper of lng. But the creation of lng projects takes a great deal of time and money and in today's gas transportation market the early development of these schemes seems unlikely.

Elsewhere in the Gulf there has been a steady build up of merchant fleets. Several countries pooled their general cargo ships into the United Arab Shipping Company earlier this year. Apart from Kuwait other participants are Saudi Arabia, Qatar, Iraq and the United Arab Emirates. Each holds a 19.3 per cent stake. Bahrain has the remaining 3.5 per cent.

Kuwait, through the former Kuwait Shipping Company is the dominant company in the operation. It had a considerable fleet before the formation of UASC and has built more than 40 ships in Britain and South Korea. The company ordered a total of 43 multipurpose cargo ships each of 23,800 tons dwt to a design developed by the United Kingdom yard of Govan Shipbuilders. The UASC is clearly established as an important force. It has been assisted by British management.

Abu Dhabi has emerged as the most ambitious shipping state in the UAE and through the national oil company established a tanker venture for the oil trade. In addition, the Abu Dhabi Shipping Corporation has been formed to transport dry cargo.

Dubai is developing a dry cargo shipping business through two companies: the government sponsored Dubai Maritime Transport Company and Hazim Shipping Lines. The latter is scheduled to operate five cargo liners from the United Kingdom and Western Europe, discharging at Abu Dhabi and Muscat.

The author is Industrial Correspondent, The Times.

## Hangover follows the binge

continued from page 1

or in partnership with Middle East interests. During the past two years the situation has changed beyond recognition. Expansion and development is well advanced in most of the ports mentioned earlier and in some entirely new ones such as Sharjah, Iran, for example, which in 1973 planned to raise the capacity of its Gulf ports from less than four million tons to about 10 million over five years, expects now to have a capacity of nearly 40 million by the end of next year.

In place of the half dozen regular lines operating from Britain and north Europe before the boom, there are now more than 60. With greater port capacity, greater shipping capacity, and a drop in tonnage of perhaps 20 per cent since last year, the exporter today has a choice of fast, regular deliveries at highly competitive prices which are also 20 per cent down on last year.

Overland, many of the "cowboys" have dropped out, and such services as remain offer a reliable, though still not cheap, service to the extent that quota, weather, road, and other limitations permit. By air growth is not resumed, or

a wide range of regular and charter flights is available, and while considerable problems of handling, processing, and onward delivery remain, craft and port capacity, as sea, is now more than adequate.

What of the future? Middle East spending has diminished in the past 12 months, and much depends on whether growth is resumed. The drop has been caused by a dawning realization not only that the initial burst of spending was ill-planned and unsustainable, but that even Middle East oil is a limited resource that needs to be husbanded. If growth is not resumed, or

even perhaps if it is, some of the transport resources provided so lavishly in the past three years will become superfluous. Which?

Looked at dispassionately, sending loads all that way through such obstacles by road seems nonsensical, except in very special cases, and that small share of the trade that moves overland now may be expected to become even smaller in the future.

This still applies to roll on, roll off services, too, as the more economical break-bulk and container services take the competitive strain with improved roads, railways, handling and storage ashore.

Some no doubt will find a permanent place among the mix of ships serving these trades but others, having excellently filled a temporary need (and their pockets in the process) will be forced to move on.

The author is Transport Correspondent, The Times.

Imports by Middle Eastern Countries (\$m)

	1971	1972	1973	1974	1975	1976
Iran	1,873	2,409	3,393	5,433	10,343	12,804
Iraq	701	713	908	2,365	4,205	3,469
Kuwait	652	797	1,052	1,552	2,390	3,317
Oman	97	161	169	711	868	667
Qatar	109	138	195	271	413	817
Saudi Arabia	817	1,136	1,844	3,993	5,886	11,759
UAE	310	482	821	1,705	2,669	3,351
Bahrain	304	381	512	1,126	1,189	1,684

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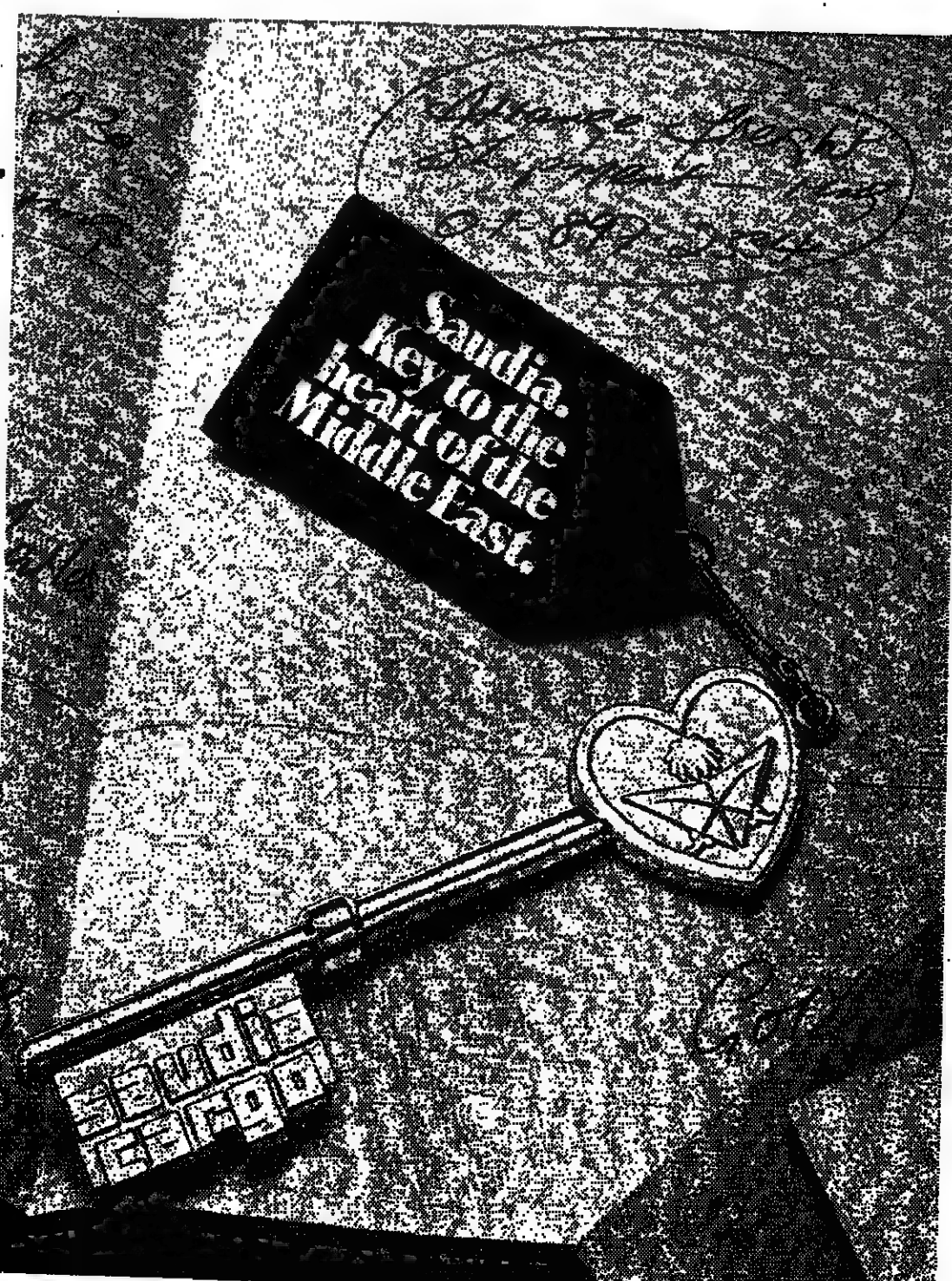
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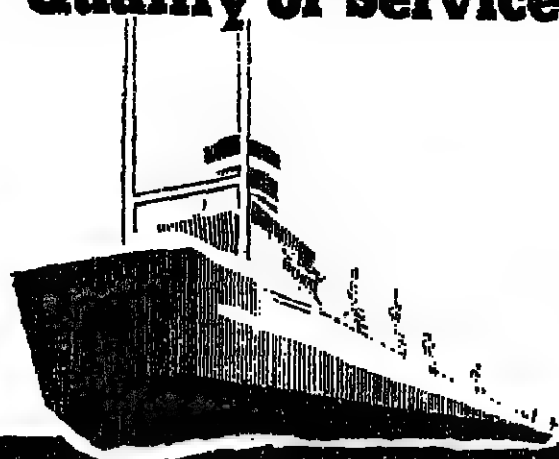




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## Canal reasserts its influence on world shipping

by Peter Hill

Two years after its reopening the Suez Canal is beginning to reassert its position as a major influence on the pattern of world shipping. But, contrary to the position before its closure in 1967, when oil traffic accounted for most of the ships passing through the canal, it is dry cargo tonnage which now accounts for most of the vessels using the waterway.

This reflects the boom in the volume of business created by the demands of the major oil producing nations in the Gulf for imports of consumer durables and capital goods.

The scale of the boom can be judged from the steep rise in exports from the West, and the East, to Arab oil-producing states. Exports from the United States to Saudi Arabia rose from \$1,501m last year and similar rises were recorded in the level of trade with other Opec producers in the Gulf.

Congestion at many ports is a further reflection of the rise in traffic. Since the canal's reopening Jiddah has become the busiest port in the Red Sea. Total traffic handled in the first half of this year at the port amounted to four million tons compared with 5,600,000 tons in the whole of last year.

Figures produced by the United Nations last year showed that the volume of imports by Middle East countries (excluding Israel) increased by almost four times between 1969 and 1974 from about \$8,500m to \$34,000m compared with a world average of nearly three times. They accounted for about a fifth of the expansion recorded by the developing nations as a whole in terms of the volume of imports.

Because of increasing uncertainty about the stability of the Middle East, the shipping industry moved into the construction of new larger tankers to transport oil from the leading producing states to the United States and Western Europe. The closure of the canal accelerated that process and the very large crude carriers

grew ever larger, shipping their cargoes from the principal oil loading ports south, round the tip of Africa to the refineries and markets of the west.

The ships became too big for the canal. In the year before its closure 166 million tonnes of oil were shipped north through the canal. In the first five months of 1967 a total of 75,800,000 tonnes were shipped north. In 1976, after its reopening, the figure was just short of 30 million tonnes.

Northbound dry cargo traffic passing through the canal rose from 27,500,000 tonnes in 1966 to 42,200,000 tonnes in 1976 but the greatest increase has been in the volume of dry cargo shipped south. In the first seven months after its reopening a total of 17,100,000 tonnes of dry cargo was shipped south, rising last year to a total of 41,600,000 tonnes.

The first phase of the canal's return to operation has restored it to the state it was in before the 1967 closure. Work, however, is going ahead on widening and deepening which will increase the depth from 24ft to 53ft—sufficient to allow tankers of up to 150,000 tons to pass through laden and vessels of 350,000 tons to pass through in ballast.

This development, which was scheduled for completion in 1979, is not now expected to be finished before 1980. The Suez Canal Authority is apparently still planning to go ahead with a second phase of redevelopment, which will involve further widening to enable the waterway to accommodate vessels of 60ft draft, although a further assessment of the requirement for this phase is expected to be carried out in 1979.

The number of tankers passing through the canal in both directions this year has risen between 140 and 189 a month with 71 tankers making the northbound passage in August and 91 passing through southwards—below the average since the waterway reopened.

The oil-producing countries in the Gulf have gained greatly from the reopening of the canal although the gains have been negated to some extent by the acute problems of port congestion, which have resulted in port surcharges being imposed. The congestion has been caused not only by a shortage of manpower but also by the inadequacy of facilities for handling modern vessels. The difficulties have been particularly pronounced at Jiddah and Damman in Saudi Arabia and at Doha in Qatar.

This summer vessels at Jiddah faced the prospect of waiting for between two and ten days for a berth (a considerable advance on the waiting time a few months earlier).

Port congestion has led to the development of new forms of shipping by companies operating to and from the Middle East. These have moved away from the conventional break bulk to roll-on, roll-off services.



Ship passing an Israeli tank, placed beside the Suez Canal as a monument by the Egyptians.

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Meanwhile, it would seem questionable whether the second phase of development of the Suez Canal can be justified on commercial grounds. Since the oil crisis the trend has been away from large ships—although in recent months there has been a resurgence of interest in the so-called ultra-large crude carriers.

The tanker industry is faced with a great surplus of tonnage and many of the tankers now laid up because of the continued depression of freight rates are likely to remain at their anchorages for some years.

In the dry cargo sector the canal authority can expect to maintain a steady growth in the volume of business because of the industrial development of the major oil-producing nations and the passage through the canal of ships plying between the Far East and Europe. The large container corporations, which were subject to a special surcharge of 10 per cent when the canal reopened, were encouraged to use the canal by a halving of the surcharge at the beginning of this year. They had effectively boycotted the waterway when the surcharge was fixed at 10 per cent.

A compromise has now been agreed under which the large, fast container ships of 40,000 tons and above will pay a 7½ per cent surcharge. The canal authority can draw encouragement from the fact that more than 50 ships are now using the canal daily—carrying double the tonnage of 10 years ago—and producing a daily revenue of over \$1m.

## AIR FREIGHT

## Ground services put brake on jet speed

by Arthur Reed

For the airlines, the boom in the economies of the Gulf states has produced an enormous upsurge in business.

Saudia, the national airline of Saudi Arabia, for instance, carried 29,100,000 kilos of freight during 1976, compared with 20,800,000 in 1975. In 1971 the yearly total was 6,200,000. Cargo revenues for the airline increased by 57.9 per cent in 1976 over 1975.

At Dhahran, in Saudi Arabia, British Airways—then BOAC—had in 1966 only one service, carrying passengers and freight, each week. Today the timetable includes a wide-bodied Lockheed TriStar each day with one VC10. Next year, a further three VC10 flights will be added.

There are two major reasons for this expansion, which is closely mirrored in most other parts of the Gulf, the Middle East and Iran.

As the area has little industry producing the goods needed by a burgeoning modern society, almost everything has to be imported. And as the Gulf is rich in money from its oil revenues, it can afford to pay to import with the least delay—which generally means by air freight.

The cargo is carried either in the underbelly of passenger airliners or increasingly as the business builds up in all-freight aircraft. The commodities are amazingly varied, ranging from artificial grass for tennis courts to prefabricated buildings, complete with built-in air-conditioning in which building workers will live, from drilling bits for oil exploration to livestock.

Air freight pours into the area from all over the world. India has found in its new market for many of the traditional goods which it produces, and Air India flights regularly carry consignments of fresh vegetables, ice cream, meat and lawn sprinklers. Such has been the demand from the Gulf that in a recent period of nine months, Air India operated 211 sub-charter flights, carrying some 3,070 tonnes of perishable cargo and live animals.

Pakistan International Airlines is also finding prosperous new markets in the whole area.

In the past, PIA's main international routes were between Pakistan and

Europe, but since the Middle East boom after the rise in oil prices their most heavily-used services are those to this area, and particularly to the Gulf.

This is because the Arabs, after trying out workers from many other nations, to help to build their new roads, ports, airports, houses and factories, decided that Pakistanis had the right temperament and physique to work in temperatures reaching 120°F.

Then followed one of the biggest migrations in modern times, with hundreds of thousands of Pakistanis leaving their homeland to find work in the Middle East. In their train, trade between Pakistan and the Middle East inevitably grew rapidly, which has meant a thriving new air freight business for PIA.

The airline is also kept busy shunting its country's nationals back home for holidays—trips on which the workers carry with them the consumer goods which they have been able to buy with the new-found wealth which their employment in the Gulf brings them.

Unfortunately, the ground-handling side of this new air freight business in the Middle East has not kept pace with the speed with which it has blossomed in the air.

Airlines and freight shippers still tell lurid stories of how, in some parts of the area, cargo which has been sped to its destination in a matter of hours over thousands of miles to meet an urgent order is then locked up for days while bureaucratic processes with more affinity to the age of camel transport rather than jet aviation grind slowly away.

Many airports, too, suffer from being strangled to the core of aviation of a quarter of a century ago so that their warehouses, offices, roads and runways are unable to cope with the heavy demands which air freight today places upon them.

The awareness of these problems, and the urgent need to eradicate them, differ greatly from country to country. In one or two perishable goods go gradually bad for the want of a customs clearance signature on a piece of paper while the agents waiting to receive them clamour unavailingly at the official doors, but in others tremendous efforts are being made to modernize both the facilities for air cargo and the procedures in which the business is conducted.

One fine example of this latter policy can be seen rising from the desert in Saudi Arabia—the new international airport at Jiddah,

designed to replace the existing chaotically overcrowded facility by the summer of 1979. The claim is that when completed it will cover the same overall area as does Manchester.

More than 4,500 workers are engaged on its construction, with work going on night and day. Just over 3,000 of them are Pakistanis. In planning the airport, the Saudis have the cooler temperatures "thought big" on air freight. The cargo centre which they are erecting will cover 34,000 metres of floor space and will have the capacity to handle 75,000 tons of cargo a day. The people will be employed on

the plan is to control the flow of cargo by computer.

The building is L-shaped and was begun in January this year. It is scheduled to be completed by June 1979, although the structure itself should be finished by next summer. A total of 35,000 cu metres of reinforced concrete will have been poured by then—most of it at night, taking advantage of the cooler temperatures.

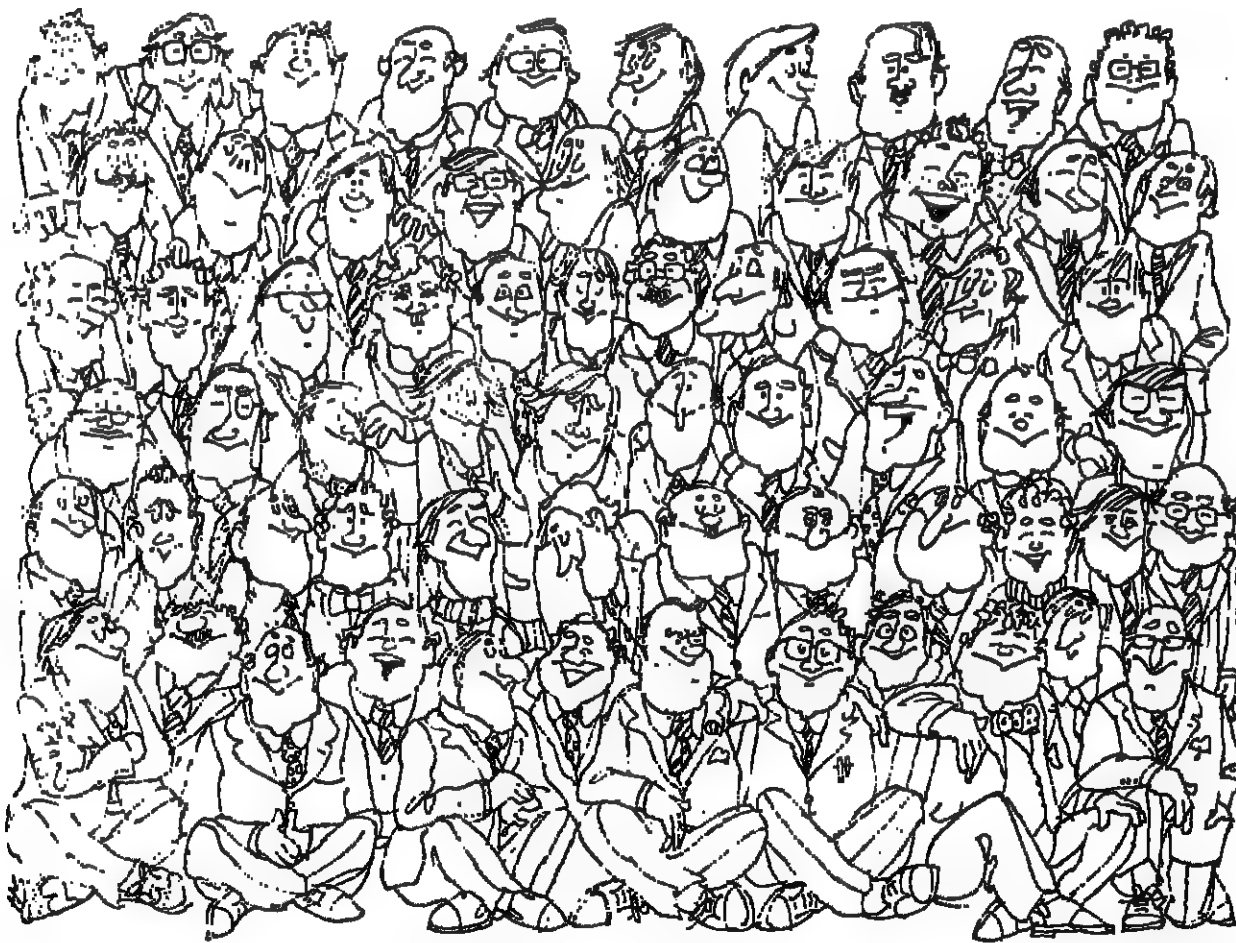
The first floor of the cargo centre will be given over to the main warehouse, while the offices will be on the mezzanine floor. It is estimated that about 350 tons of cargo a day. The people will be employed on

the plan is to control the flow of cargo by computer.

Airline executives believe that the future for their freight business in the Middle East area is generally unlimited. They can foresee the day when all-cargo jumbo jets carrying 100 tons at a time are a regular sight at every major airport.

But they warn that if this dream is to be realized, the nations concerned must be prepared to invest heavily in the modern ground facilities which are so often lacking at present.

The author is Air Correspondent, The Times.



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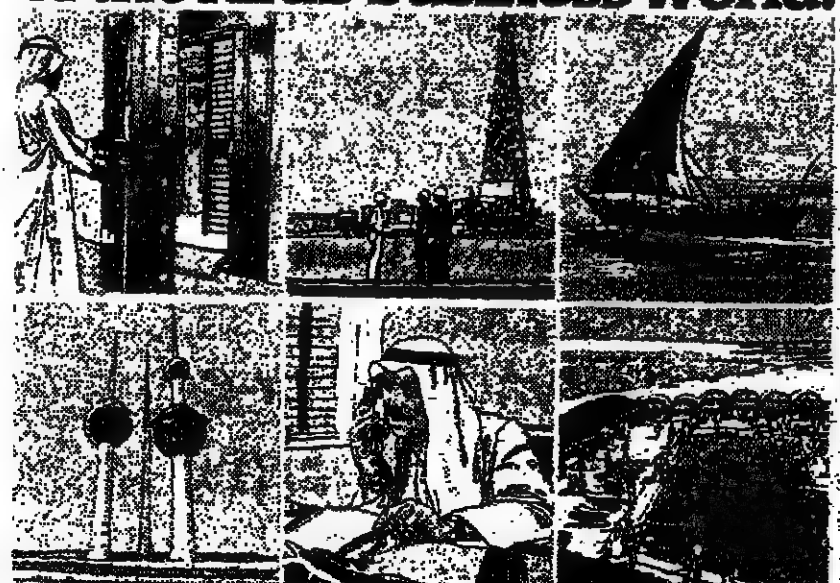
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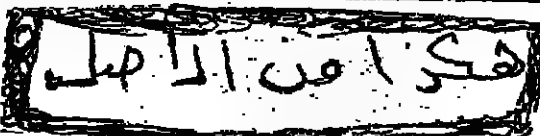
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هنا من الاله

# Rapid expansion after wartime disruption

The airlines of the Middle East, backed by the important International Air Transport Association carriers which fly services through the area, and by unscheduled cargo operators, are just about able to cope with the great amount of freight traffic now on offer.

The civil war in Lebanon disrupted the traditional cargo links to the area, and while Beirut airport was either closed or under threat from the Mediterranean. Airways, the cargo carrier, and Middle East Airlines moved their bases elsewhere.

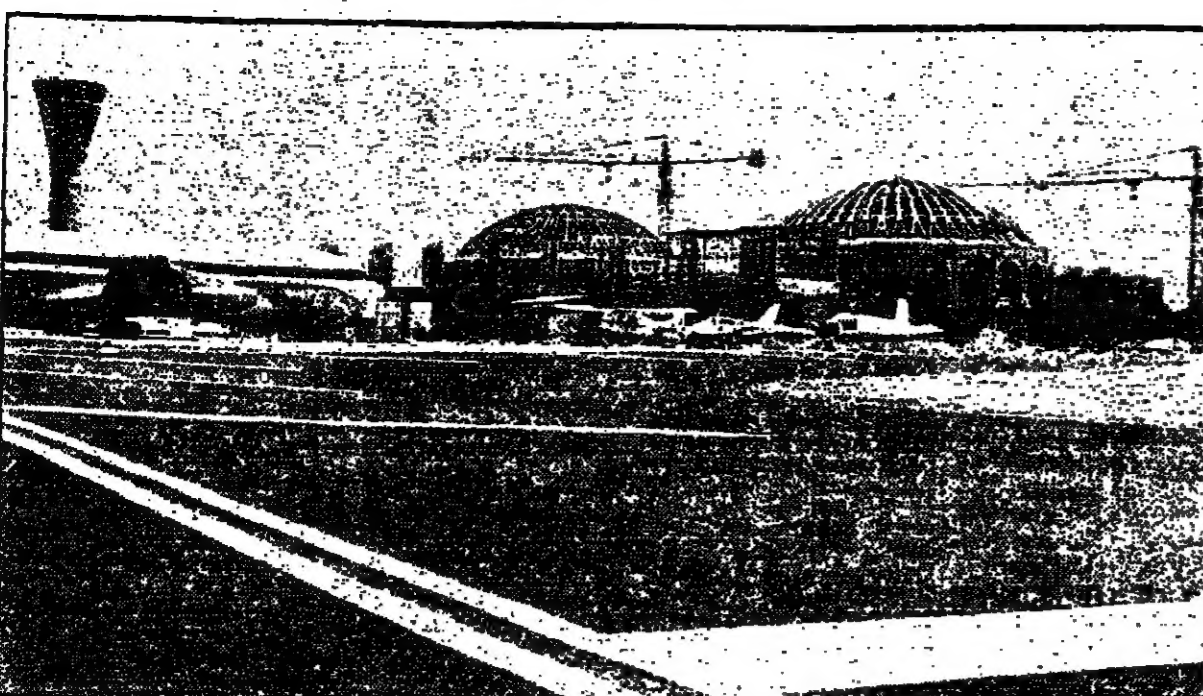
TMA went to Dubai and MEA to Paris, and both with difficulty were able to keep open their freight links between the Middle East and the producers. Both are now back in Beirut and expanding their cargo business.

Saudi Arabia has more than a dozen cargo flights each week between Europe and Jeddah, Riyadh and Dhahran. Iran Air also has regular freight services between Tehran and London and New York, while Gulf Air has a great deal of cargo capacity in the holds of the 10 wide bodied Lockheed TriStar passenger flights from London each week.

Many of the large airlines of the world have exclusive cargo services either to or through the Middle East each week in conjunction with the services offered by the local airlines.

Lufthansa has a regular freight service calling at Cairo, Jeddah and Kuwait. Aeroflot is served by the German airline's DC10 passenger service which has room under the floor for freight on pallets.

Air France takes in such Middle East centres of trade as Abu Dhabi, Damascus, Jeddah, Kuwait and Tehran, with their freight services, while the big independent French airline UTA aims to increase its freight service to Tripoli, Libya, in an Am Boeing 747 eighter to Tehran once a week.



The new Sharjah international airport, opened at the beginning of this year, acts as a freight distribution centre for the whole of the United Arab Emirates.

week, while its latest jumbo jet, the special performance (SP), provides a similar service with passengers and cargo nonstop from New York.

But perhaps the biggest boom in air freight to the Middle East has been among the unscheduled cargo airlines.

Many of them fly from Europe offering cargo rates up to half those charged by scheduled operators. Typical of that thriving sector is the Gatwick-based IAS Cargo Airlines which flies aircraft to Sharjah twice a week.

A new airport was opened at Sharjah at the beginning of this year and now acts as a distribution centre for freight for the whole of the United Arab Emirates. IAS carries about 200 tons of cargo there each week of goods ranging from construction equipment to consumer durables.

A network of modern roads radiates from Sharjah. By truck, the goods brought in by IAS reach

Abu Dhabi in 2 1/2 hours, Dubai or Ajman in 30 minutes, Al Fujairah in 1 1/2 hours and Khor Fakkan in two hours. Cargo for Abu Dhabi has built up so strongly over the past year that IAS has now started a weekly service there in addition to their Sharjah services.

In the first six months of 1977, IAS carried a total of 1,230 tons of cargo into the UAE. The airline's executives estimate that with the Abu Dhabi service that figure will be well exceeded during the second half of the year.

IAS also began the first regular direct air cargo link between Britain and San'a, in the Yemen Arab Republic.

An unusual feature of the San'a market is that the highest proportion of cargo carried consists of foodstuffs, including eggs, frozen chickens, chilled meat and vegetables. These are flown not only from Britain, but from Kenya, Greece and Holland.

IAS is flying chilled meat from Australia to Kuwait and Abu Dhabi and, as a result of that enterprise, has received approval of part-charter flights into Australia, where cheap air freight has proved to be an attractive alternative to sea freight. IAS estimates that two flights a week with chilled meat into The Gulf will be required soon.

Looking at freight developments in The Gulf, IAS believes that much of the local flying which was done in the past will be eliminated as a result of improved road links. The once a week air lift of foodstuffs which the airline once flew from Dubai to Salalah, Oman, has now been taken over by surface transport.

IAS has also found that the increasing population of foreign workers has resulted in a wide variety of foodstuffs from India, Africa and Australia being flown in.

The development of container berths at seaports in the area has gone some way towards reducing port congestion and has also opened up the possibility of transshipment of goods from the Far East to African destinations by air. IAS operated

about 12 flights in 1976 from Dubai and Sharjah to Lagos, Nigeria.

A further innovation by IAS was a cheap service from The Gulf back to Britain, now in great demand for the carriage of household effects, machinery for repairs and motor vehicles.

Recognizing the growing importance of the Middle East for air freight, IAS recently established an office in Sharjah. Most of the airlines, big and small, are increasing their representation throughout the area, while freight agents in Europe who, up to a few years ago, paid it scant attention, have become experts on its geography, political and economic climates and rates and charges.

Intending shippers to the Middle East are advised to work through one of those new breeds of expert who know the local areas thoroughly and who are prepared to persevere at extracting the goods from the web of bureaucracy, which exists in many countries, once the goods have arrived.

A. R.

# Light flight has great future

The Middle East, with its vast tracts of inhospitable desert and lack of long-distance surface transport, is ideal for general aviation—aircraft from executive jets and below in size. But despite this, the business is only just beginning to take off.

There are two types of main user at present. These are the foreign business companies which are there to help in the enormous development of the area, and who use small aircraft as a business tool to ferry workers and essential supplies to sites.

And there are the rich Arabs who have bought jets (some have acquired former airlines like the VC10 and the Boeing 707) to further their business enterprises, and to take them and their families on holiday to Europe or further afield.

Pleasure flying, as it is known in Europe and the United States, is almost non-existent, partly because there is little pleasure in flying over the featureless terrain which marks large parts of the region. But it is thought that as the local population becomes more technically-minded, this type of aviation will begin to grow.

There is certainly no difficulty in laying down airports as there is in more congested parts of the world. Two British companies dominate the Middle East small aircraft market. These are CSE Aviation, of Oxford, which distributes Piper aircraft, Bell Textron helicopters, Gates Learjets, Lycoming engines, and a wide range of specialized light aircraft equipment; and DK Aviation, of Grimsby, which concentrates on twin-piston, twin-turboprop, and twin-jet light aircraft.

Each company also provides ancillary services which have brought them business from the Middle East. CSE operates the Oxford air training school where pilots from most of the big Middle East and North African airlines have been trained during the past decade. It also provides the commercial pilot's licence and instrument rating of the British Civil Aviation Authority.

DK Aviation acts as a broker specializing in the sale and leasing of large commercial aircraft. It also manages companies in Sudan, Libya and Oman specializing in crop spraying.

Lord Waterpark, sales director of CSE, makes the point that to sell light aircraft in the Middle East it is necessary to offer a complete package rather than just the aircraft, with first-class support and back-up with spares.

Tact needed to make sure of sales

Among recent buyers in the Middle East have been the Omani police, with a Learjet 25B, and a bank manager from Abu Dhabi who travels around The Gulf in a Cherokee Warrior.

There is no lack of money in the Middle East for investing in the expensive business of owning and operating aircraft, but selling aircraft there requires tact and patience. Decisions are not usually taken quickly and salesmen must be prepared to return to the potential customer over and over again to ensure that a sale goes through.

There is general agreement among those involved in the business that the scope for general aviation in the Middle East is limitless. In Sudan, for instance, there is a requirement during the next 10 years for 500 pilots and 300 aircraft for crop spraying.

It is already clear that light aircraft will play an important role in the development of the vast natural resources of the area. A Beechcraft Super King Air has been bought by the Egyptian Government; it has remote-sensing equipment and specialized electronics to carry out water, uranium and other resource exploration in the Sinai and Egyptian deserts—exploration which has already been begun by United States satellites.

The aircraft is scheduled for delivery in the middle of 1978. It will also be used to spot arable areas in the desert, and this information will be used to move nomadic tribes to such areas before the agricultural potential in their present locations becomes exhausted.

The existence of water, oil, uranium and other minerals in the Egyptian Sahara and the Sinai peninsula has been revealed by photographs taken by satellites. The first indications are that there is enough water in some areas to irrigate the desert, and the King Air, through its cameras, will follow up these satellite pictures with more detailed information on which the Egyptian Government will base serious exploration.

A. R.

# The line that leads to the Middle East



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## Hauliers make plans as ports clear

by John Whelan

The choked Red Sea and Gulf ports of a year ago prompted a lemming-like rush by exporters into container ships and roll-on, roll-off traffic. Today, with the relief of the Gulf, Iranian and Saudi ports, that picture has changed. Both the overland hauliers and the conventional break-bulk shipper now seem set to regain ground.

Decongestion has become fact. The helicopters which unloaded cement when 146 ships waited off Jeddah have gone back to the United States. Now the freight forwarders are talking of cargo rate cutting.

But the unloading capacity at Gulf ports is not enough. Importers must stop using the ports as free warehouses. Decongestion alone has improved cargo flow only marginally. As a Belgian haulier, Mr. Frans-Josef Wouters puts it: "The standard sea rate for getting a load to the Gulf may be half the lorry rate but when you add on all the extra port charges and handling costs

from the dock to the warehouse, it can be as cheap to use a lorry."

On present development plans The Gulf will have 353 extra deep-sea and container berths by the late 1980s but again some observers believe this expenditure will help only if fundamentals are tackled. The general manager of Port Services Corporation at Mina Qabus, Oman, Mr. B. G. Metcalfe, says: "Although congestion has been eliminated or eased in several ports, the root of the matter—the ability, or lack of it, in the ports to handle their traffic satisfactorily—does not seem to have been tackled."

Options vary on how much rates have fallen in the past six months but it is clear that overall too many operators are chasing too little cargo. The shippers themselves are thought to have fallen off by as much as 10 per cent since the beginning of 1977.

Besides the clearing of the ports there is also a clear indication that the Gulf states are importing less than the 40 million tons of cargo which rounded the Straits of Hormuz in 1976. This is generally taken to be a sign that the post-1974 oil price boom is abating.

The economics of land hauliers against sea containers are seldom a matter of straight comparisons but on current rates Mr. C. G. Schmid, managing director of Grand and Freight Forwarders of London, offers containers London-Teheran at 30 per cent less than a trailer lorry. Even on the Teheran run, which most overlanders claim runs like clockwork, the lorry time of 15 to 18 days is being threatened by the 21 days offered by some container operators shipping through Bandar-e-Shapur with transshipment to Teheran by road.

Time in the Middle East is not always the essence. The chaotic state of customs administration at many ports often erodes the advantage the shippers gain from new berths and more efficient stevedoring. Failure to segregate cargo adequately on arrival by date often leads to expensive double-handling.

Most of the overland lobby believe their continuing strength will lie with less than full load deliveries. Not all go as far as Mr. Leonard Beddows, the managing director of Falcongate Freight Management in Liverpool, who considers that in 10 years land freight to the Middle East will be as accepted as it is in Europe today.

Mr. Beddows says his loads are no longer rush jobs of construction materials but goods like paper, tissues, furniture and clothes. The ordinary Gulf merchant with a small family retail business is now aware of the advantage of door-to-door service reducing as it does the danger of damage in transit and pilfering.

The hauliers, particularly on the Continent, are also taking an interest in project transport contracts. The Antwerp-based firm of Schenker Belgium has taken contracts for the transport of all materials, from prefabricated houses to ping-pong tables for the Belgian cricket workers at Al Khaima and Al-Ahsa in Iraq. As the Gulf states embark on their ambitious programme of diversifying industries from a hydrocarbon base hauliers will increasingly seek trunk transport contracts.

Another development which suggests that decongestion may stimulate the land transport operators is taking place at Sharjah, the UAE's busiest emirate. The Gulf's first fully operational container terminal operated by an independent company registered and based in Sharjah. The thinking at Sharjah is that while only 5 per cent of Gulf cargo can be containerized now, by 1980 this could rise as high as 30 per cent. Mr. Robin Crawshaw, president of Port Khaleel (Sharjah) Port Management Services, believes Sharjah will develop into a major transshipment centre with extensive road haulage connections to the rest of the Arabian peninsula.

Sharjah may well need the hauliers. Its position in the lower Gulf makes it an ideal country but Muscat on the Gulf of Oman can also claim to be the gateway to the Arabian peninsula. The ruler of Dubai, Sheikh Rashid, was in June considering drawings for a new highway between Dubai and Muscat. Such a road could reopen the overland versus the sea route argument.

Muscat is taking its time about defining the challenge but the port management sees flaws in the shippers' arguments. The questions they pose are based on observations of the roll-on, roll-off operators. As development races ahead in the Gulf the advantage of being able to beach a cargo by barge on a sandy spit in a few inches of water may be outweighed by the reliability of door-to-door service by roads which the oil states are lacking the peninsula.

The author is on the staff of the Middle East Economic Digest.

by Iain Sherriff

During 1974-75, when port delays in the Gulf were at their worst, more than a thousand vehicles were moving goods into Iran alone each week from all over Europe, a cargo of more than 20,000 tons.

The 4,000-mile run across Europe and Asia Minor to Teheran was one of the most difficult, demanding and dangerous jobs ever to engage road haulage. The demands were the pressures of the exporter and importer, who wanted the best service, and the cheapest rate, which too often meant an uneconomic rate. The dangers were physical and mental, some self-inflicted, others the work of outside agencies both official and unofficial.

Shortage of haulage permits probably caused the greatest concern to operators, drivers and authorities and out of it grew a forged document industry. As the British side of the story, the most suspected carriers in Europe.

Not all British operations were conducted on forged documents, however, and, of those that were, not all the drivers presented the forged documents willingly. As the first journey to make the run, I and the drivers I travelled with were unaware that we were breaking the law in both West Germany and Austria and almost in Yugoslavia.

Having been delayed at Sheerness for 24 hours sheltering from a force 10 gale, we went ashore at Ostend in Belgium in the small hours of the morning. A sleepy-eyed customs man examined our *carnets de passage*, stamped the wrong ones, removed the correct ones and sent us off to the West German border at Aachen with cancelled documents.

However, the German officials were more concerned with our level of fuel—we had more than the permitted 11 litres—so we paid the tax, presented the documents, forged permits and all and were waved through.

Clearing the West German-Austrian border was tricky but not as tricky as it might have been had we known about our faulty documents. It was a miserable Monday morning. The snow was heavy, the pre-packed vehicle park was a mess of parked dirty cars and our cab-cooled breakfast after an uncomfortably cold night in the cab bunk did nothing to cheer us up.

As we had moved out of line we were put to the end of a 50-vehicle queue. By the time we presented our papers the typical German efficiency had disappeared with the melting snow. They stamped the papers, dressed us down in military fashion for queue jumping and sent us into Austria.

Once more we were innocently to present forged documents. However, so engrossed did officials become in girls' magazines dropped on their desk by the man two ahead of us that papers were endorsed unexamined and off we went to have a flat tyre repaired and up the highway to Yugoslavia.

Our crossing point into Yugoslavia was to be Murška Sobota but because of the weekend delay we decided to go over at the Sremski Maribor post. It cost us two days and almost landed us in prison.

Had we taken the more remote post in the middle of the night our forged documents might have been accepted, but not so at Maribor. An eagle-eyed official spotted the fault and we were stopped.

Imprisonment was threatened unless we could get proper permits. Even as we held council of war, more British forgeries turned up. Eventually I was nominated to contact the British Embassy in Belgrade.

An overnight train journey from Maribor to Belgrade, a mad taxi ride to the embassy and back to the train for Maribor occupied 24 hours which I would rather forget. The result was a fresh legal permit for each of us and, we hoped, an uneventful trip to Teheran.

Crossing Yugoslavia was a good experience and the well-made roads, passes and tunnels, pleasant food and equally pleasant people brought us to the Bulgarian border at Dimitrograd eight days out from home. We passed quickly through officialdom and thanked the Bulgarian customs man for his help with a packet of cigarettes. That was not to be the last assistance or gratuitous gesture in Bulgaria.

Our load was two rock-crushing machines, each weighing about 10,000 kilos. At a roundabout in Sofia, the machine fell on to the road and slowly rolled over

## LAND TRAFFIC

## Crossing the borders of endurance

and over, coming to rest at the feet of a Bulgarian traffic policeman.

The rest of that day was taken up with lifting the unit back on to the trailer using a municipal building squad and crane. The cost—£20, cigarettes by the carton and five cigars.

We then had a police escort to the local Transpore depot for repairs. The cost of the escort was a carton of cigarettes.

That night was spent in a Balkan tourist motel; it was comfortable, clean and the food was the last real night's comfort for some time.

Next day we drove to the Bulgarian-Turkish border. This was my first experience of serious delays caused by officials and also of nervous British lorry drivers.

We had a two-day delay on the Bulgarian side of the border. There I met British drivers armed with knives, firearms and ammunition. The reason they gave was the treatment given by Turks in the mountains.

They seemed to be unaware of the risks they were running by just carrying the arms.

Once inside Turkey there were more delays finding an agent to clear documents, getting the bank to change currency and then joining

what appeared to be an endless queue to the customs point. All that took place in a nightmare atmosphere of strange language and gestures, a cacophony of vehicle blares and belated unintelligible instructions. It was relief beyond description to be on our way to Istanbul and over night stop at the Mocamp.

The Mocamp is a halfway house between the Middle East and Britain. There, homeward-bound drivers recount tales of terror from the mountain ranges of Turkey.

One day was long enough at the Mocamp to convince me that this was not the kind of life a person could live for long yet many of the men were doing the 8,000-mile return trip nine times a year. The worst part of the journey, in eastern Turkey, lay ahead.

The great mountain roads comprise a series of hairpin bends each with steep drops, some of 600ft. They are especially treacherous in the late winter or early spring when the snow is melting.

By accident we crossed a Turkish control line. This is a line on the road outside an oversized sentry box and the rule is to stop at even those which look deserted. We did not on this occasion. The Turkish official leapt out to stop us and grabbed our documents and

our passports. I saw them disappear into a dilapidated shed and it seemed that that was that.

The Turkish official reappeared after about 20 minutes and made us wait an instant time for the control officer and another for not being clear of Turkey before our visa expired. There were still three days left on the visa but the official decreed we would not make it and imposed his fine. In the event he was correct.

We were making slow progress towards Tahir, along a section of military panoply on the highway road rutted by tank tracks when, at 9 pm our MAN 16/232 broke down in ban-dit country.

No sooner had we stopped than the men of the hills were out. Armed with sticks they fenced with us while their boarding party opened up the cab, crawled into the load and left with the only items they could move—a TIR plate, lamps and indicators, registration and long vehicle plates.

It seemed that Turkey was reluctant to release us because the next four days were spent on the edge of a desert below Mount Ararat without any facilities for meeting nature's demands or a place to eat or wash. To add to all this I was robbed of all but a few pieces of clothing and my

money, which was strapped to my body.

The customs post at Bezanan is a converted caravanserai. The Iranian officials at the border thought it was making some extra cash for themselves on insurance special agency fees and paid happily for we were all most as journey's end.

One more night under the stars and then it was Teheran, a hotel bed and a bath. Nineteen days, without either can be taxing. A week later I was on my way home by air. My company was delayed for a further 10 days and then faced a 14-day return trip.

Handage of 20 tons of exports to Iran costs £4,000 on average. Drivers are paid about £120 a week, but they live off their expenses of £10 a day. Good employers give their men one week's paid leave after each trip, but many that wives receive pay each week and regular news of their husband's progress.

It is not a young man's job, nor is it for men nearing the end of their career. A 40-year-old and married man, with something to come back to, is the type employers prefer.

The author is editor, *Commerical Motor*.

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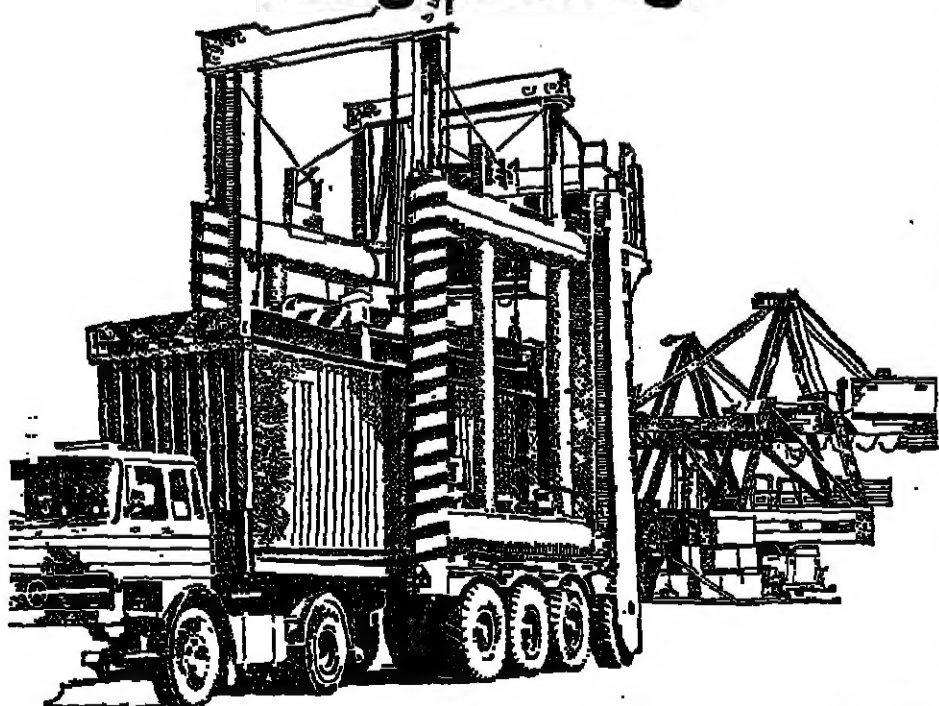
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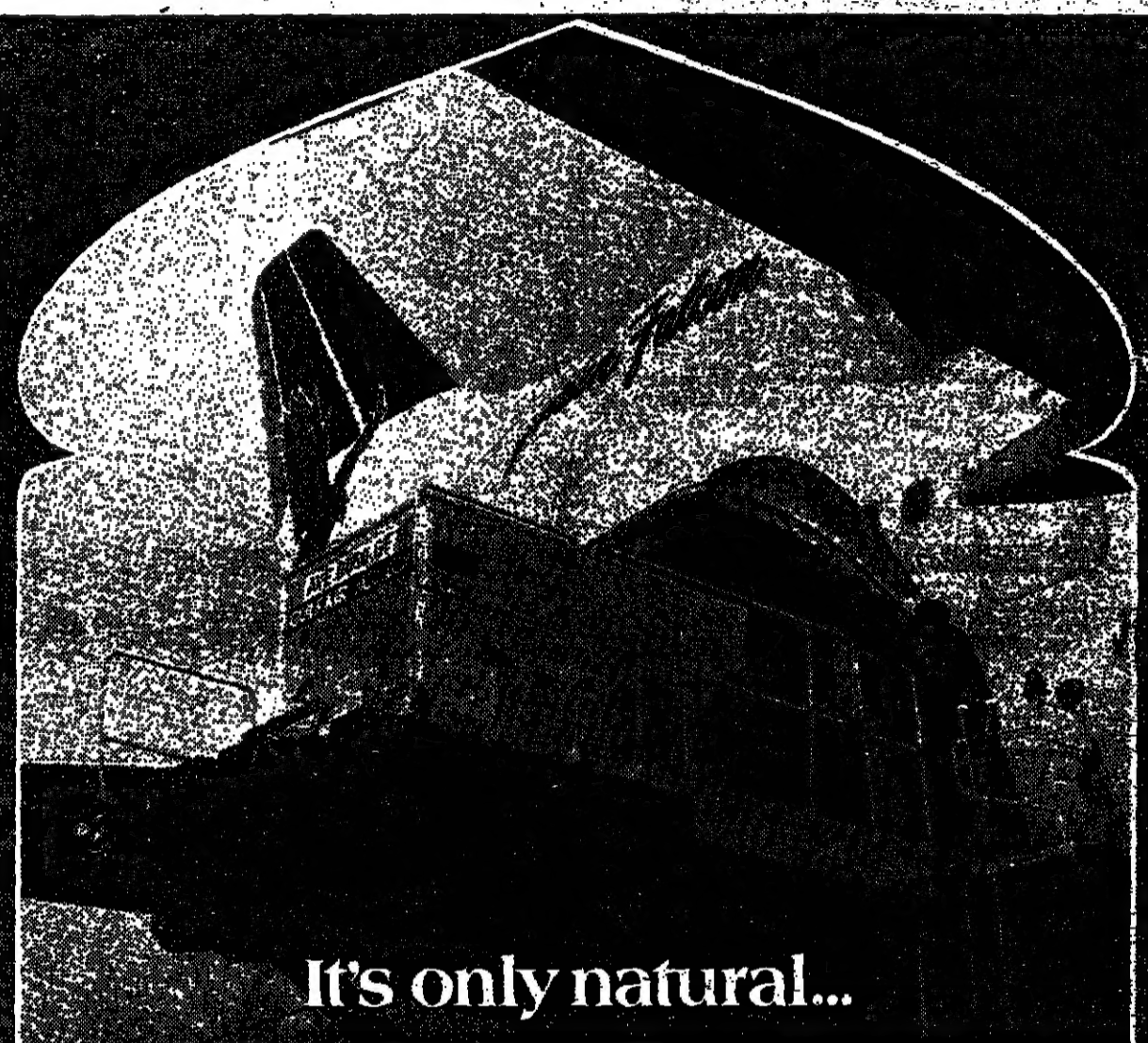
Clark van carriers have been purchased for the multi-million pound container terminal just built at Jeddah—the first on the Red Sea. Not surprisingly, Clark carriers were chosen for their versatility, flexibility and robustness. Eight units have been ordered initially, and as the terminal expands more will be required.

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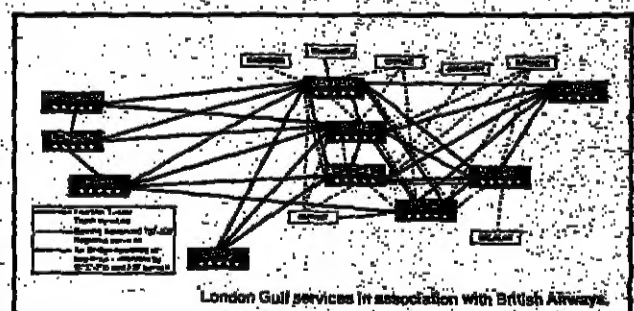
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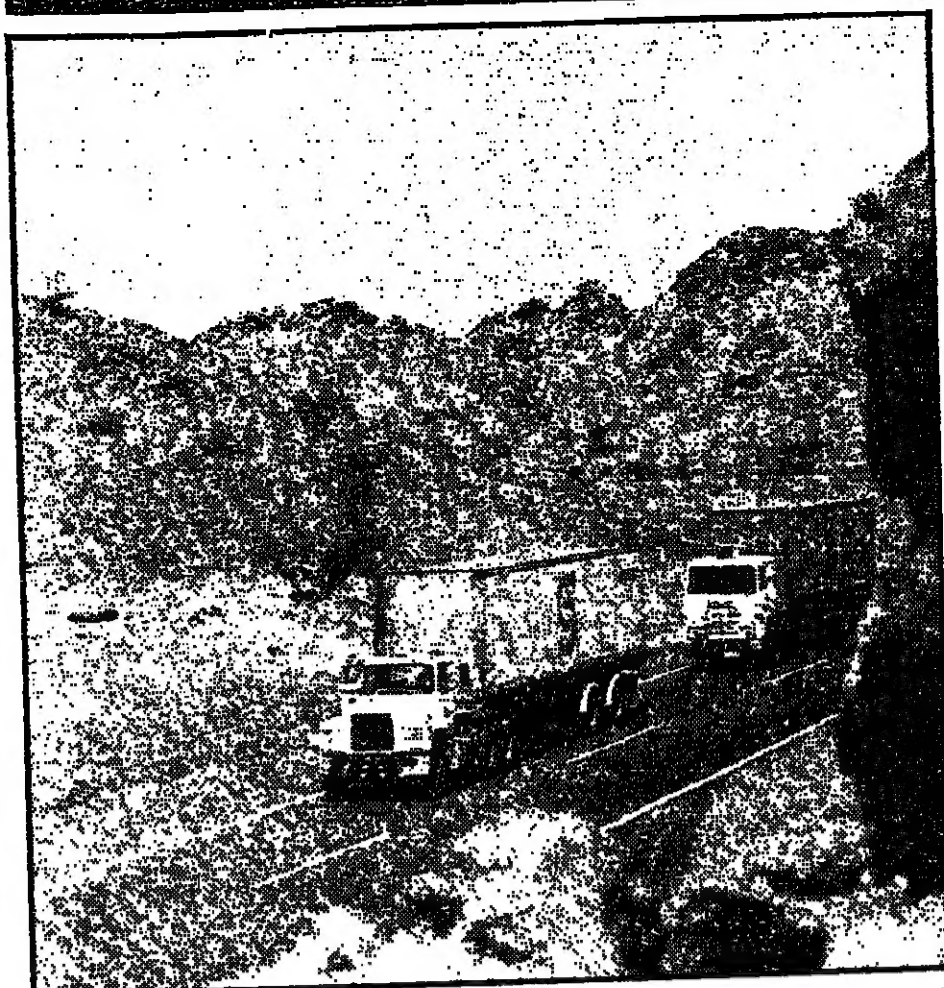
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Two Seatrail lorries roll along a main road in Sharjah while, at a rest point, drivers stop for a chat and to air their bedding.

## Bulgaria's cheap rates pose big threat to West

by John Whelan

The East Europeans and Turks are mounting a formidable challenge on the overland freight run to the Gulf and Iran. Only politics stops the Bulgarians, Hungarians and Poles from breaking into Saudi Arabia and the Gulf emirates. The Turks are already there.

Whatever reservations British freight forwarders may have about the East Europeans, their Continental competitors make it clear that the cheaper rates offered by the Eastern block countries are here to stay.

Bulgaria has the biggest fleet on the Iran and Iraq-Kuwait haul with the Sofia-based Bulgarian state transport company DSO-MAT commanding an estimated

2,500 trailers and engine units. The London agents for the Bulgarian state forwarders, Despred, Balkan & Black Sea Shipping, says DSO-MAT is running to Iran and Iraq-Kuwait and that the rates are competitive with British hauliers, although not as low as is sometimes said.

The secret of the Bulgarian success is a matter of some controversy. The London-based firm of Davies Turner says the Bulgarians compete because their drivers take lower wages. Mr Mike Stephenson, director, says a British trucker expects to collect about £700 for a round trip whereas a Bulgarian would be content with just over half that. According to White

Trust, of Canterbury, the Bulgarian state transport company is equivalent to the nationalized British Road Services. "They compete because they don't

have to pay their way," an executive said. Winifred Rockmann, a Brussels-based official of the International Road Transport Union, agrees that the East Europeans often undercut the rates offered by British hauliers. "They want hard currency so they will accept cut-price contracts just barely covering operating

costs," British hauliers say the chief drawback with the Bulgarians is communication. Telex is difficult on the route. They say the East Europeans take longer to deliver. "It is a case of whether you want to pay 10 per cent less and take a chance on longer delivery," one executive said.

In a business prone to hyperbole such comments strike many forwarders as sour grapes on the part of the haulier. The preference of the Bulgarians for hard currencies, especially

Deutsche marks, is not considered a difficulty. DSO-MAT is cited by some forwarders as the expert on the London-Teheran route with its own camp in Tehran and diesel purchasing points on the road. Many hauliers have to pay bribes to get diesel at garages in Turkey or invest in expensive belly fuel tanks.

One London forwarder, Standard Freight Forwarders, concedes the point about Bulgarians being prone to late delivery but argues that this is the worst thing that can happen with a Bulgarian. What pleases Standard is the preference the Bulgarians have for working through established forwarders rather than cutting straight through to the exporter.

The continentals are in no doubt. Last month Herr Willi Betz, of West Germany, was quoted in London as saying DSO-MAT (about

£3,850) a trailer using Bulgarian transport. Another large continental firm, Belgium's Schenker, said its whole operation between Europe and Iran, Iraq and Kuwait was out on charter to Bulgarian transport because European hauliers were too expensive.

An indication that more Gulf emirates may open relations with the Comecon countries has been Sharjah's recent granting of landing rights to the Soviet state airline, Aeroflot. Sharjah is notably more open than other members of the UAE in its attitude to foreign businessmen. The ruler's decision to allow Aeroflot landing rights is a sign of growing decentralization in the six-year-old federation.

Turkey is now offering a challenge. Until recently the Turkish drivers have been largely one man or family-operated businesses ready to

by Margaret Stone

Everyone is going to the Middle East and that includes the insurance industry. Insurance brokers and companies from all over the world are competing heavily for representation, joint venture companies and a share of whatever business is available, be it in Saudi Arabia, Iran, the Gulf states or anywhere else in this fabled corner of the modern world.

Goods as well as people are going to the Middle East. Heavy construction equipment designed to improve the services of the area, advanced telecommunications systems, vehicles, medical equipment for hospitals and the more modern products which are part of any country's import trade. All this has to be insured.

Or has it? Like usury, insurance has sometimes come up against the tenets of the Muslim faith embodied in the Koran. Certain religious sections have not acknowledged insurance, feeling that the protection of their goods is in the hands of Allah. Relying on fate rather than insurance protection has helped neither broker nor insurance company.

However, that was a problem experienced more by the old Middle East hands rather than the present generation of insurers. The increased commercial activity in the area has put the value of insurance into its proper perspective although a director from a leading firm of British insurance brokers recently

replied from the Middle East: "Too many Arabs are still in the naive state of believing that insurance can be arranged overnight. He says: 'They will spend months discussing the purchase or construction of a ship but then expect the insurance to be automatically and immediately available.'

There are other problems which stem from the modernization of the Middle East. The trucker's dream of Iran, Saudi Arabia and the Gulf states actually exporting sufficient to produce two-way traffic is likely to remain wishful thinking.

There are other problems which stem from the modernization of the Middle East. The trucker's dream of Iran, Saudi Arabia and the Gulf states actually exporting sufficient to produce two-way traffic is likely to remain wishful thinking.

## INSURANCE

### Brokers compete for business in this fabled corner

subjects without discussing them. These are basically some of the old problems of time and space which can now be condensed into the one word: communications. Clearly this is a well-identified risk as far as the underwriters are concerned, as insurance companies from all over the world are competing heavily for representation, joint venture companies and a share of whatever business is available, be it in Saudi Arabia, Iran, the Gulf states or anywhere else in this fabled corner of the modern world.

That leads directly to one of the big problems involved in the insurance of freight to the Middle East, where the goods? Until 1973 the ports of Saudi Arabia, the Gulf states and Iran had suffered a period of neglect. And after the passage in large development projects after the jump in oil prices the ports were singularly ill-equipped—or perhaps, more accurately, unequipped—to handle the resulting flood of goods which piled up on the ways and sometimes did not even get beyond the port authority gates.

Massive improvement schemes are easing the congestion of the Arab ports and the delays, which in some instances are as long as 120 days, are making the life of both the broker and the underwriter easier when it comes to assessing the risks attached to sea freight bound for the Middle East.

Apart from the long queues of ships waiting to get into the ports there were further problems once the goods got ashore. Seemingly the stability of customs officers in cope with the new workload and industry consequences have

been a constant headache at the ports as cheap warehouses and refused to take delivery and clear their goods. Where a country like Iran has had economic difficulties this temptation was stronger. In many countries restrictions about the length of time goods can remain in stock are being introduced to the relief of the insurer.

One outcome of the congestion at the ports in the Middle East has been the development of the overland routes. In Saudi Arabia and the Gulf states road development has proceeded apace, although the Arabs cannot there.



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